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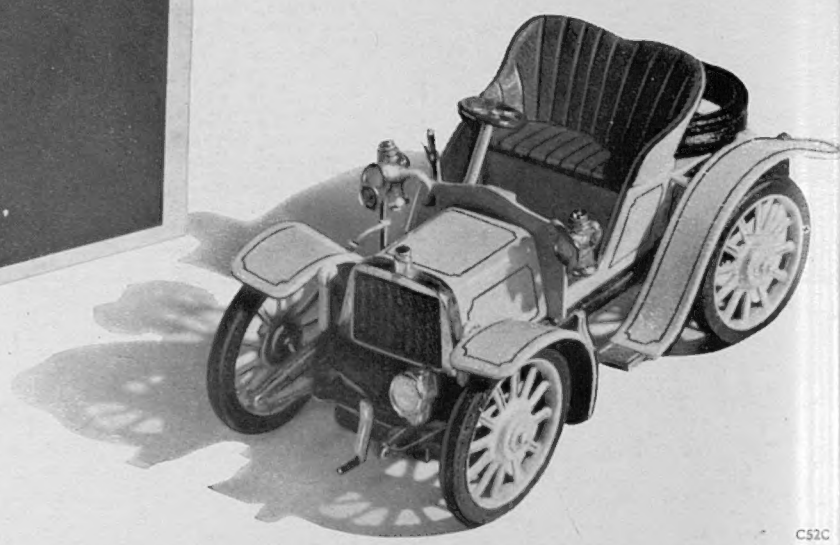

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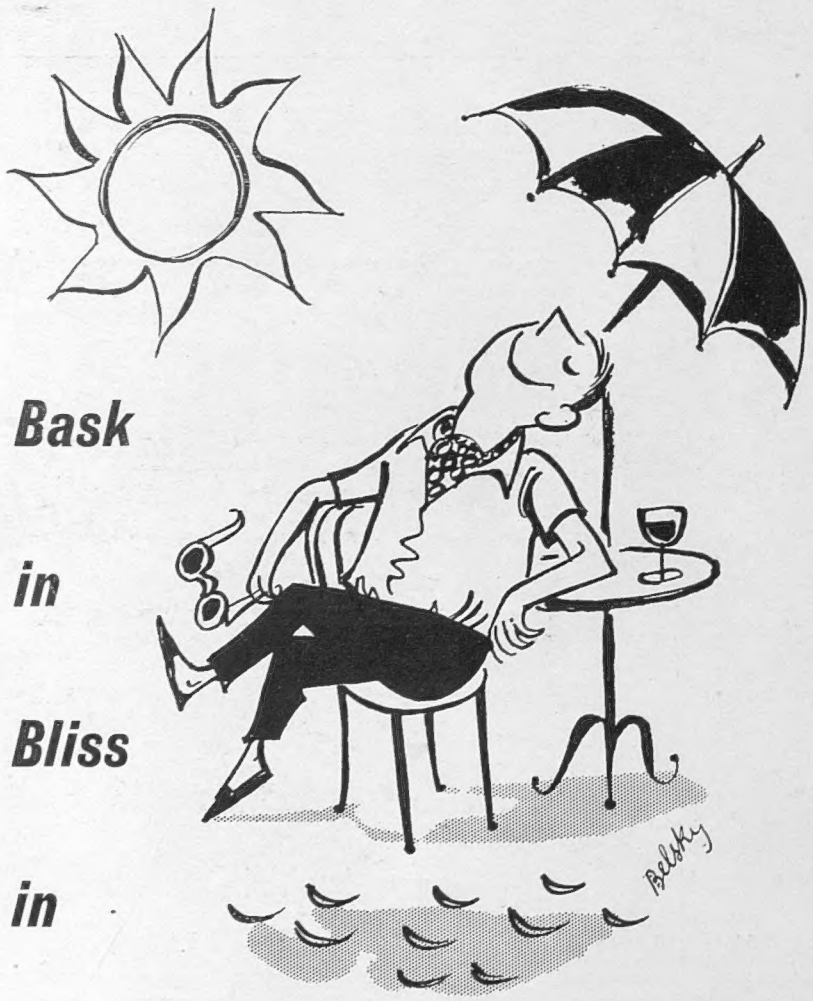

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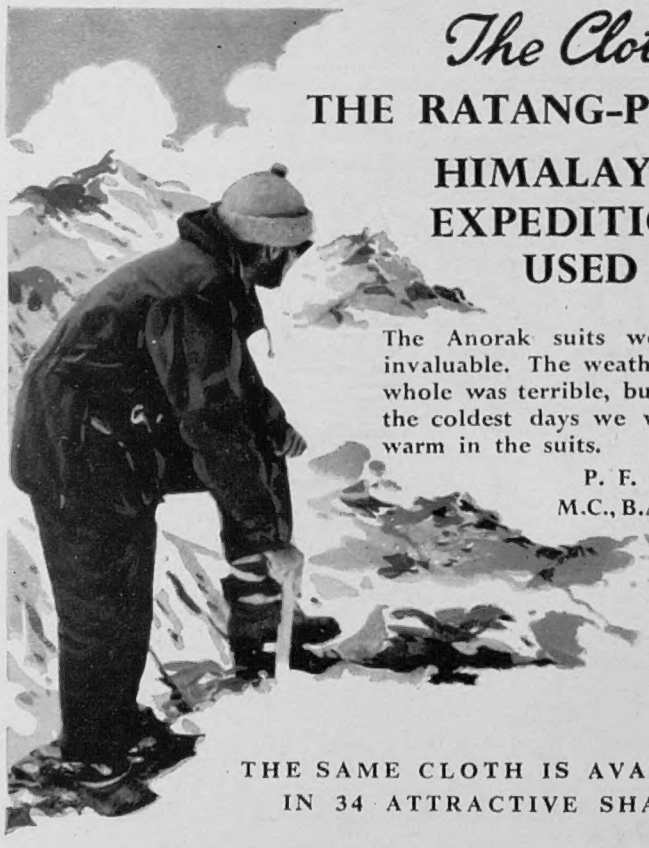

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Volume CCXXVIII No. 2968

The SPHERE, London, February 16, 1957

The SPHERE

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THE ENTHRONEMENT OF DR. WILLIAM GODFREY, ARCHBISHOP OF WESTMINSTER—THE ARCHBISHOP ON HIS THRONE IN WESTMINSTER CATHEDRAL : The Apostolic Delegate, Archbishop O'Hara (on right), reads the words of the act of enthronement after leading Archbishop Godfrey to his Throne. The solemn rites followed at the ceremony were taken from an old Pontifical which was used at Canterbury before the Reformation in the time of Archbishop Chichele (1414-1443).

The enthronement of Dr. William Godfrey as Seventh Archbishop of Westminster took place in the Roman Catholic Metropolitan Cathedral of Westminster in the presence of a large congregation of clergy and laity. The solemn rites were divided mainly into two parts. In the first part, the Chapter, led by the Rt. Rev. George L. Craven, Bishop of Sebastopolis, received the Archbishop at the Great West Door as he made his first solemn entry into his Cathedral. The second part consisted of the enthronement of the Archbishop by the Apostolic Delegate to Great Britain and the vow of obedience of the Chapter and clergy. This double ceremony was then followed by Pontifical Terce and High Mass celebrated by the newly-enthroned Archbishop. After the High Mass Dr. Godfrey imparted the Papal Blessing. As the Archbishop has not yet received the Sacred Pallium from the Pope, the rites of the Veneration of the Pallium, which are normally a part of the ceremony of enthronement, did not take place. Dr. William Godfrey succeeds the late Cardinal Bernard Griffin, who died on August 20, 1956. Other pictures on page 252.

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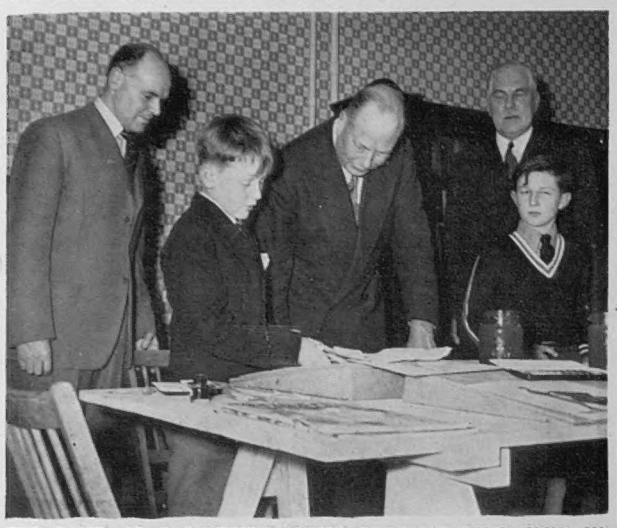
ROYAL INTEREST IN YOUTH



THE DUKE OF GLOUCESTER TOURS BOLTON'S LADS CLUB IN LANCASHIRE: He is looking at the plans for the club's sports pavilion, which are being shown to him by twelve-year-old Stephen Tomlinson in the handicrafts room. Earlier, the young boy had proposed a vote of thanks to the Duke, who had opened the newly-re-constructed and extended club. The work was carried out at a cost of £17,000. During his tour of Lancashire the Duke of Gloucester also visited boys' clubs at Chorley and Standish.

A CRICKETING WEDDING

THE REV. DAVID SHEPPARD OFFICIATES AT THE MARRIAGE OF ANOTHER TEST CRICKETER: John Warr, the Middlesex and England cricketer, and his bride, the former Miss Valerie Peter, are seen with David Sheppard after their marriage at St. Cuthbert's Church, Earls Court, London. On the day after their wedding the bride and bridegroom sailed for Jamaica, where John Warr is to play for the Duke of Norfolk's touring team. David Sheppard, the Sussex and England batsman, is a curate at Islington.

A THEATRICAL BIRTHDAY

A PARTY IN HONOUR OF ZENA DARE: She is sitting at the table with her hosts, Sir Laurence and Lady Olivier, during the birthday party given in her honour on the stage of the Savoy Theatre, London, after a performance of *Double Image*. On the left is Richard Attenborough. Although it was intended to be a seventieth birthday party, Zena Dare said that it was in fact her seventy-first birthday.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.*2. *The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £6 1*s.* 6*d.; 6 months and Christmas Number,* £3 3*s.; 6 months without Christmas Number,* £2 18*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.* 6*d. (or* $16), £2 19*s.* 6*d. and* £2 15*s., and for elsewhere Overseas* £5 19*s.* ($16.50 *cents in the U.S.A.*), £3 1*s.* 9*d. and* £2 17*s.* 6*d. All terms above include postage.*

A London Newsletter

195-198, STRAND, W.C.2.

Pilgrims of Eternity.—The Pilgrims intend to be Pilgrims of Eternity, and made that clear last week when they said good-bye to Mr. Aldrich. The customary conventions and unctuosity in the mouthing of titles—which I deplore—did not conceal a happy change in the matter of the oratory. The President was brief, the Premier was brief and happy; it was left to Mr. Aldrich to break new ground. He went nearer the bone and said more and hinted less of what was in his heart and, as he believed, in the hearts of the American people, than is customary at Pilgrims' dinners, and I make no doubt that he had encouragement and consent from the President to go as far as he did. Mr. Aldrich may not be a golden-tongued orator in the line of some of his predecessors in office. Oratory of a flowery kind is not the best vehicle for sincerity. Mr. Aldrich's manner admirably suited his matter. It gave us something solid to chew on. He did not mince matters. That is new. That suggested that the Pilgrims march will be resumed and the Pilgrims will march in step again; and that on both sides of the Atlantic the Pilgrims have returned to the uphill road after a brief divergence down precipice paths which made them think again.

No Magic Wand.—Nevertheless, post-prandial oratory is no wizard's wand that can mend broken china with a wave. It can give a hint and even paper-over cracks. We must remember that even Mr. Aldrich's frankness was especially frank in admitting that both America and Britain still had their distinct and divergent individual aims to consider, and that national interests must always come first with Governments. Even while the late Ambassador was saying good-bye, the American President was paying impressive honours to the King of Saudi Arabia, one of Britain's most bitter enemies in the Middle East, whose intrigues and tortuous policies are notorious. Even while the President was blotting his goodwill message to English Pilgrims, he was stalling in the U.N. The latest resolutions of the U.S. on the question of defining the responsibilities of the Emergency Force, before Israel's final withdrawal from Gaza, show clearly that no common policy exists, or is likely to come, between the U.S. and the Commonwealth. It is America's present policy to risk no collision with Nasser. Certainly, in the past few years, we have appreciated the truth of the saw that necessity makes strange bed-fellows. But necessity is difficult to define with purity. The King had come to America (as the *New Statesman* said of Mr. Sandys) "to shop." But he had on his shopping list more important items than plated cars in dozens. He wants the heaviest and deadliest latest weapons of war that America can sell. And if America should supply these items even the paper over the cracks in Anglo-American co-operation would yawn and disintegrate. It is not yet the time to celebrate the restoration of the Portland Vase, smashed by lunatic action. There are too many bits and pieces still to be fitted in.

SIR ANTHONY EDEN ON HIS CRUISE

THE FORMER PRIME MINISTER CALLS AT BALBOA, IN THE PANAMA CANAL ZONE, DURING HIS JOURNEY TO NEW ZEALAND: Sir Anthony Eden sits with Camilio Levy Salcedo, Panama's Chief of Protocol, during a Press conference in the sitting-room of the liner *Rangitata*. In the background is Mr. Ian L. Henderson, the British Ambassador to Panama. Before continuing their journey in the liner to New Zealand, where they are to stay as the guests of Mr. Holland, the Prime Minister, Sir Anthony and Lady Eden went ashore at Balboa for a short sightseeing tour.

U.N.O. (New Style).—The truth is that the American slogan of working under the banner of the U.N. can mean doing nothing at all or nothing to the advantage of the Anglo-American alliance. The United Nations Charter has been greatly altered, not by revision (which is impossible) but by insidious evolution. The Security Council was the overlord of the Charter and its veto power made it ineffective. Because of that, the rôle of the Assembly has gained in importance and the Secretary-General has gained in power and authority. On Mr. Hammarskjöld now, with forces at his disposal, rest functions and responsibilities which were never designed for the Secretary-General, and already he has proved that the original limitations of his function are too great for him to carry out the responsibilities of the Council. The Council was formed so as to be able to deal with vital questions of peace and security by composing its membership of major powers, deemed to possess the strength, authority and political experience to act in combination in critical situations, a hope dashed by the veto. The Assembly, assuming its functions and constantly swelled by new membership, now is preponderantly the voice of the junior forms, whose bloc votes, or self-interest votes, or prejudice against "colonialism" can usually prevent any problem being seen as a whole or decided on the strict evidence adduced on the question before it. That is why the banner of the U.N. seems to some a banner with a strange device and to some a red rag.

Briggs Strikers.—The catalogue of strikes and disputes at Briggs Motor Bodies, Dagenham, over the past eighteen months makes it clear that this is one of the least happy ships on the stormy sea of industry. The latest unofficial strike there—which has thrown out so many men not directly concerned—is enough to make the average man despair of Britain's survival, and, at the same time, firmly resolve not to pontificate without full knowledge of the circumstances. That the men who have struck resolutely believe in their case is clear. Whether that belief is partly inspired by Communists or mischief-makers is not so clear. In a moment of bitterness, some time back, a pundit, political or industrial, declared that a little taste of unemployment might be salutary for British industrial relations. He was rightly trounced for a deplorable observation. But the veriest outsider, ignorant of relations between employers and employed, and between masters and unions, and between unions and their members, is entitled to express generally his anxiety and despondency in the face of present-day trade competition. Often enough, I am sure, an unofficial strike, even one not later officialised by the union, has righted a wrong and caused the management to think again and remove the cause of grievance. But where that cause of grievance has been shown to possess the justice (even harsh justice) which discipline demands, above all, where the management, firm in the justice of that discipline, have announced that they will stand by their action, there, indeed, a surrender by the management, due to economic expediency, must be fatal and deplorable and shameful. For that is the same thing as scrapping law and order.

Grand Duchess Anastasia.—The Grand Duchess Anastasia myth seems to have been finally killed in a German Court which has declared that Anna Anderson is not a daughter of the Czar Nicholas who, with all his family, was butchered in 1918. The rôle of pretender is as old as history. Warbecks and Simnels broke no new ground. The iron mask and the temple hid no dynastic mysteries. When a V.I.P. dies in circumstances not too clear, a pretender usually rises up if there is any inheritance worth trying for. Thus Arthur Orton strutted his hour upon the stage with his outsize feet in slender buskins and easily persuaded hundreds of people, including his "mother," that he was a missing baronet. Kitcheners and Hitlers have "turned up," at least in rumour, and all pretenders, if they fail to prove their case, fully prove that human beings are as gullible as romantic. In fairness to the pretenders, it is, as often as not, the case that greatness is "thrust upon them," and sometimes they are reluctant to accept the pretension. A chance likeness to the dead V.I.P. rallies the fools into a circle, and they force their victim into the middle and are ready to pay the piper while the fool-dance lasts. And in the Tichborne case, they paid through the nose for their fun. There was at least a hope of an ultimate divide. But in poor Anna's case, it seems, the cupboard was bare. The Czar had

cached no imperial treasure in British banks. The House of Hesse, to whom the right of inheritance of any such treasure was ceded in 1933, had and have nothing to gain by the puncturing of Anna's claim.

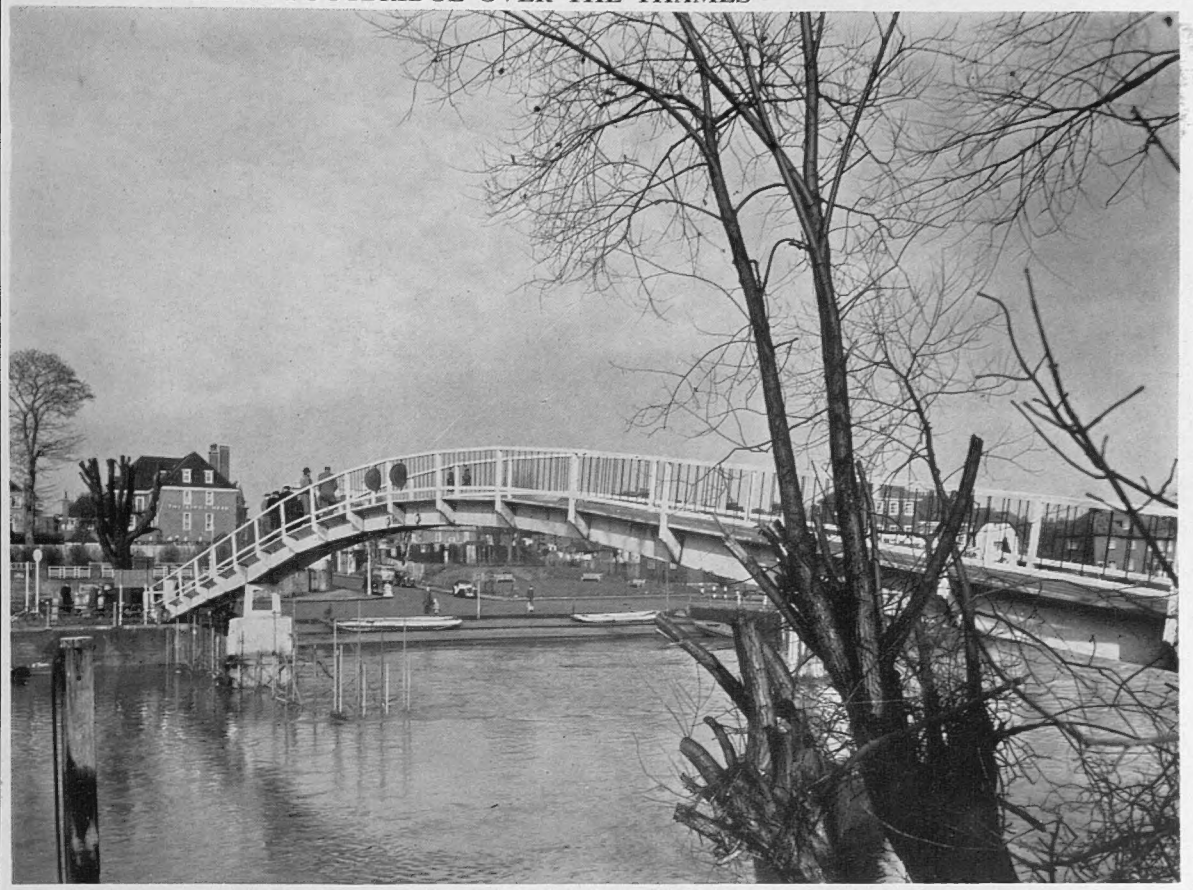
"See an Old, Unhappy Bull."—The trade in live cattle and horses has of late roused the conscience of the nation, and the *Sunday Times* has done good service in rousing it. It is a queer sort of conscience, whether in a man or a nation, which is content to lie dormant and tolerant while its owner never ceases to deplore inhuman cruelty in lesser men and nations, and to pride himself on his own humanity and thought for animals. That is what Englishmen and Irishmen have done too long. They have boasted that they are lovers of animals and have allowed their consciences to sleep or to tolerate hideous cruelty for the sake of securing better prices or reduced overheads in a dingy trade. "Lovers of horseflesh" has become an odd term to apply to a nation engaged in that trade and unwilling to humanise it, and "humane" is an odd term to apply to those who tolerate a nice calculation of profits in deciding the degree of torture to be applied to the victims of the beastly commerce. It may be argued that cruelty to-day is so rife in the world of men, the sufferings of a few worn-out beasts are of secondary importance. That is a specious argument and a counsel of despair. It is to say that the world is so evil that it is useless to attempt to reform it. The trade in live cattle and horses in these islands has long been cruel and horrible. The public has at last been made aware how cruel it is. Let us therefore now and quickly insist that it is stopped or surrender our rather flimsy claim to be more humane than many other nations. If we succeed in stopping it, we shall make up on the roundabouts of conscience what we lose on the swings of commerce, and the latter loss will be trivial. In return, we shall mitigate the charge that we are a nation of hypocrites.

Young Adventurers' Insurance.—The grey-beards are always impressing on the rising generation how grave are the problems which face the country and how much their solution depends on the courage and initiative of the coming race. It would, therefore, be as illogical as unpatriotic to chastise young people who take risks and get into trouble. None the less, nearly all successful pioneers and adventurers take *calculated* risks. They look ahead and prepare as best they can to overcome foreseeable dangers. That is certainly true of mountain climbers and explorers generally, and of all who try out unproven scientific inventions. But since you cannot put old heads on young shoulders (and the result, if attained, would be unattractive), it would be well to devise such means as may be to limit the expense and trouble caused to others by the failure of hazardous and ill-planned adventures of that kind. Several parties of unskilled young climbers have this winter required to be rescued from mountain heights in Britain and on the Continent, and quite a large number of busy people have had to take valuable time off to rescue them. Not to speak of the laying on of helicopters and all the other expensive machinery of rescue. And the four Hungarian adventurers are another case in point. The machinery of Government needed to be harnessed for their rescue. Probably most of these adventurous young people are in no condition to pay for their fun and games, when they end in trouble, and it might be desirable to explore the possibilities of some form of insurance such as covers the losses which may fall on private persons when some frail member of a learned society forgets his trust—something in the nature of a Young Adventurers' Assurance Company. We should be more inclined to praise and publicise the initiative and spirit of youth if the public were not so often required to pay for their folly. The Young Adventurers' Assurance Company (short title : Young Ass Co.) might do the trick.

"New Venture."—Very gladly I devote a note to a new pocket magazine under the above title, launched this month by a few preparatory schoolmasters led by Mr. Henry Collis. It is designed (and not too soon) to try to improve the standard of reading for preparatory schoolboys and all boys of that age group, and the copy which I have seen admirably succeeds in the matter provided. When one thinks of the "comics" and the strips and the hideous rash of cheap and nasty-coloured print which seem to satisfy and enthrall the generation of our future leaders, one can be sure that such a publication as *New Venture* should be supported, that parents should subscribe to it, newsagents make a display of it, and all schoolmasters recommend it. For its content is as instructive as exciting ; it supplies history without tears, and science, geography, archæology and nature study in a guise which, while adhering to facts and scorning sensationalism, makes these subjects exciting hobbies. It treats of sports and films no less satisfactorily. For my part, I find it an ill-educated septuagenarian's cup of tea. In time, it might educate *me*. It costs 2s. So ask your agent for a copy. *New Venture* may live to roll back the tide of teenager rock 'n' roll sensation- and autograph-hunters.

THE OLD STAGER

A NEW CONCRETE FOOTBRIDGE OVER THE THAMES

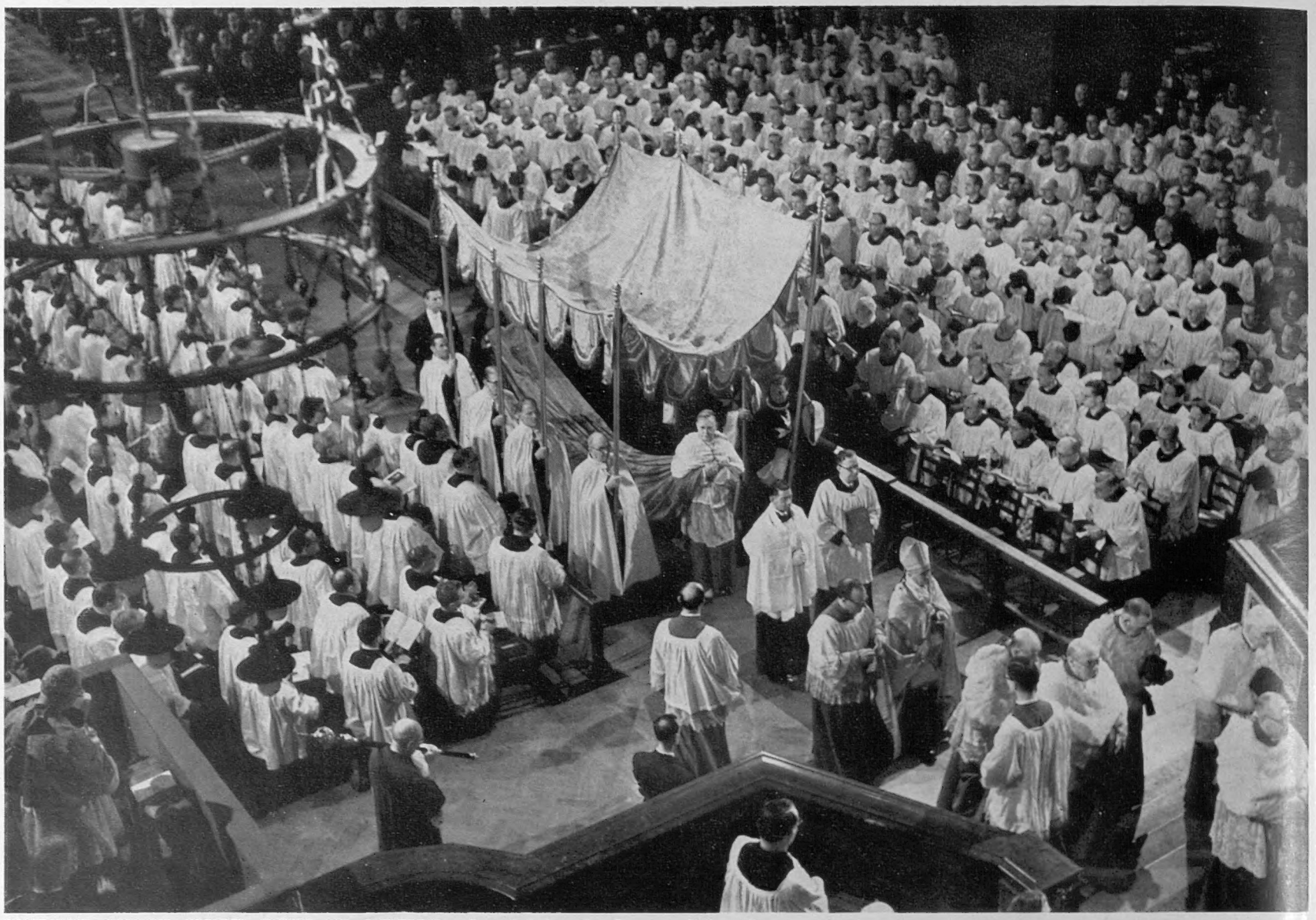


EEL PIE ISLAND, AT TWICKENHAM, IS LINKED WITH THE RIVER BANK : The footbridge has been built for Mr. Michael Snapper, owner of the Eel Pie Island Hotel, to replace the ferry which has been in use for several hundred years. It is the first bridge to be built over the Lower Thames since the reconstruction of the Waterloo Bridge. In the construction precast prestressed concrete was used to simplify working over the river. The precast concrete piers consist of three sections, each weighing 3 tons and capable of withstanding heavy blows from vessels or from floodtide debris, and the bridge-deck itself is of small, easily-handled concrete units. The consulting engineer was E. W. H. Gifford, and the main contractor Reed and Mallik, Ltd. Last Saturday's opening ceremony was performed by Councillor Mary E. Owen, Mayor of Twickenham.

LONDON AIRPORT HAS A NEW GROUND AID

NEW POSITION INDICATORS AT LONDON AIRPORT: A control vehicle's headlights pick out one of the new reflecting marker boards mounted on the grass verges of taxi-ways and runways. The Central terminal buildings are in the background. By use of a special plastic material known as Scotchlite the boards reflect even indirect light. The operational areas of the airport have been divided into 100 blocks, each with an individual number. Two hundred and twenty-eight 4 ft. by 2 ft. boards have been erected. A wireless message from an aircraft or one of the many service vehicles which reports the number of the nearest board, immediately tells the Control Officers its exact whereabouts, and any necessary guidance can be given.

On left—
A TAXI-WAY MARKER BY DAY: By quoting the number nearest to them, aircraft captains and vehicle drivers can tell Control where they are at all times.



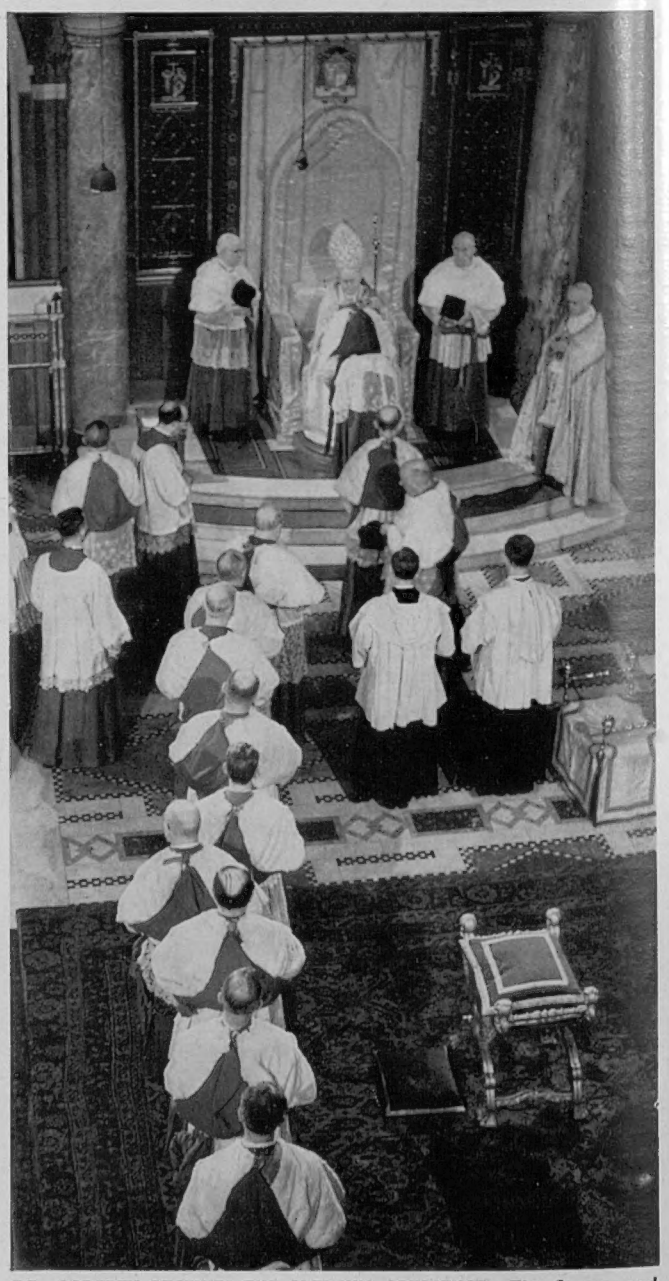
ARCHBISHOP WILLIAM GODFREY ENTERS HIS CATHEDRAL : Preceded by the Provost, Bishop Craven (wearing mitre), the Archbishop of Westminster moves up the nave of the Cathedral. Among the congregation were many representatives of the Roman Catholic Hierarchy and the Diplomatic Corps.

THE ARCHBISHOP OF WESTMINSTER ENTHRONED

The Ceremony in the Roman Catholic Cathedral

On right—
THE ARCHBISHOP ROBES BEFORE THE STEPS OF HIS THRONE : Dr. Godfrey is vested in Cope and Mitre before the solemn ceremony of enthronement.

DR. GODFREY ON HIS THRONE : The new Archbishop of Westminster prepares to receive the obedience of the Chapter and clergy of the Cathedral after his enthronement. On right is the Right Rev. George L. Craven, who is Bishop of Sebastopolis and Prepositus or Dean of the Cathedral Chapter.



DR. GODFREY RECEIVES THE CLERGY'S OBEDIENCE : The Canons and Chaplains of the Cathedral pay homage to the newly-enthroned Archbishop and pledge obedience at the foot of his Throne.

THE NEWS IN PICTURES—I.

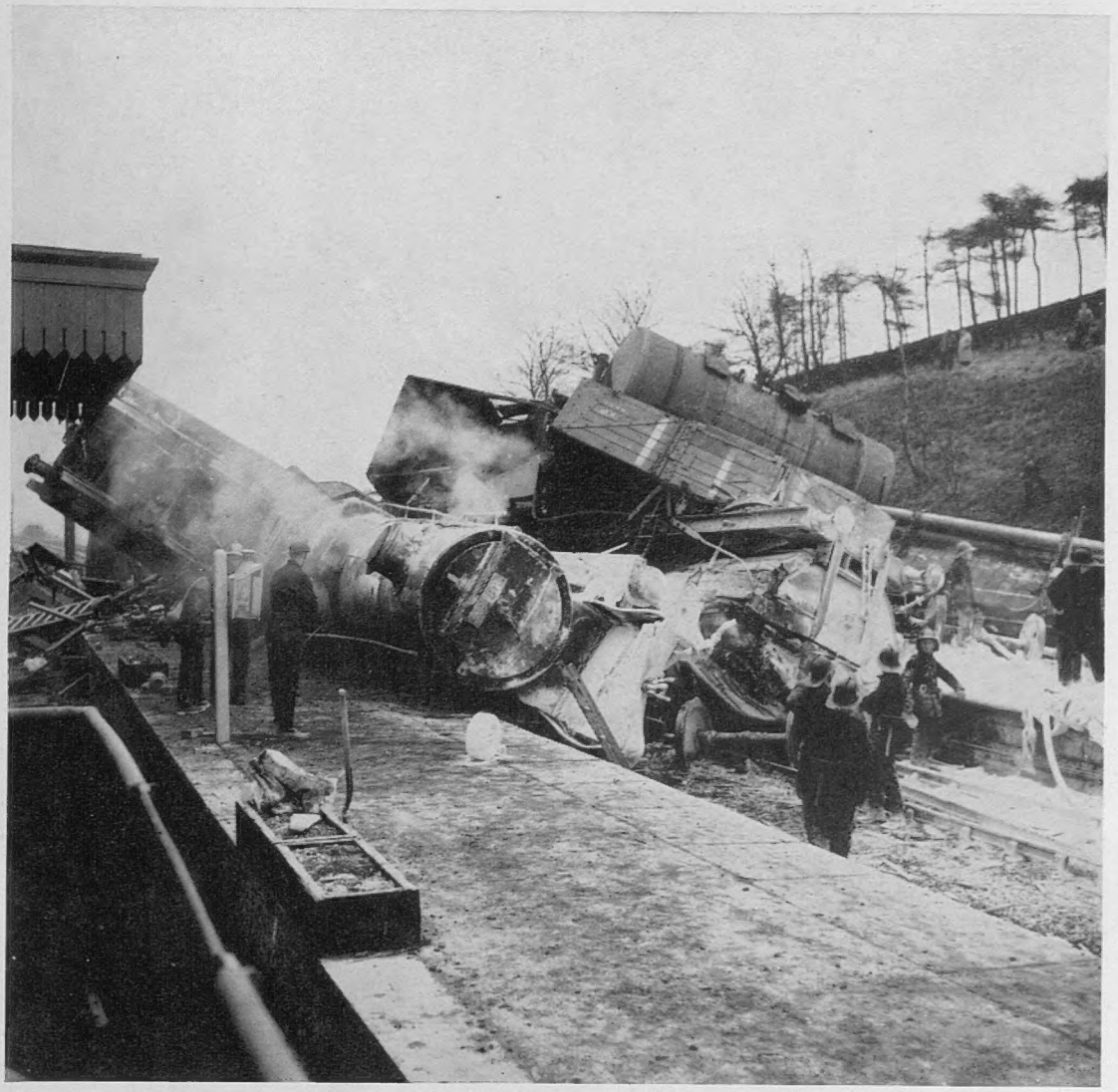
THE SUPREME CHAMPION AT CRUFT'S: Champion Volkrijk of Vorden, a three-year-old Keeshond bitch, is held by her owner, Mrs. I. M. Tucker, of Rotherham, as the cup for the Supreme Champion is presented by Lorna Countess Howe at Cruft's Show in London last week

For the two-day Cruft's Show at Olympia there was a total entry of 6,564 dogs, which was a record. Cocker spaniels formed the largest entry of an individual breed, followed by Labrador retrievers. Miniature poodles were the most popular of the non-sporting breeds. The Supreme Championship was awarded to the Keeshond, Champion Volkrijk of Vorden, a three-year-old bitch owned and bred by Mrs. I. M. Tucker, of Rotherham, in Yorkshire. Champion Volkrijk of Vorden has had a great show career and has now won seventeen Kennel Club challenge certificates.

THE BEST TERRIER: Emprise Sensational, a wire-haired fox terrier dog, is with his trainer and breeder, Mr. L. Greenhalgh, of Bolton, Lancashire, at Cruft's.

BEST IN THE GUN DOG CLASS AND RESERVE FOR THE SUPREME CHAMPIONSHIP: This double award went to the five-year-old English setter, Champion Shiplake Dean of Crombie, owned by Mrs. J. English, of Wargrave.

WAITING FOR THE RING: Two poodles eye each other before competing as rivals. They were among the record-breaking entry of 6,564 at Cruft's Show this year.



TWO DEAD IN TRIPLE TRAIN SMASH: The wreckage of a locomotive and goods wagons is piled high between and on the platforms at Chapel-en-le-Frith South station in Derbyshire. The white effect of snow is caused by the fact that some of the wagons were carrying lime. This scene was part of the debris caused by a crash in which three trains were concerned. A goods train approaching Chapel got out of control, apparently through a brake failure, while coming down the slope two miles away. With increasing speed it rushed towards Chapel along the track on which another goods train was entering the station. On the other line a diesel passenger train was waiting at the platform. The driver of the runaway train ordered his fireman to jump clear and try to strike the handbrakes of the wagons. In the crash the driver was killed and so was the guard of the second goods train. The diesel driver shouted to his passengers to get out and averted further casualties.

THE SEARCH FOR A FATAL CASUALTY: A mound of rubble is topped by the wreckage of the goods wagons and a signal-box which the trucks demolished when they hurtled off the rails in the crash at Chapel-en-le-Frith. Rescue workers search in the devastation for the body of the guard of one of the goods trains concerned in the disaster.

THE NEWS IN PICTURES—II.

MR. ANEURIN BEVAN IN ROME: The British Socialist leader (on left) shakes hands with Italian Vice-Premier Giuseppe Saragat in Rome. Mr. Bevan had attended the Congress of the Italian Socialist Party in Milan and had travelled on to Rome after its conclusion. The congress ended after giving unanimous approval to a resolution sponsored by Signor Nenni, the Socialist leader, calling on the Social Democratic Party at its next congress to pledge itself to a policy which would allow the two parties to unite again. The split originally occurred when Signor Nenni's party entered into alliance with the Italian Communists. One of the features of the recent congress was the apparent triumph of Signor Nenni, who has been given the credit for freeing his party from the Communist alliance and leading it on the first steps towards unification without causing a split. Later, however, he suffered a setback in the party elections. Among visitors to the congress in Milan was Mr. Aneurin Bevan, whose obvious championship of the Socialist Party in its dealings with the Social Democrats caused sharp criticism in Italian political circles. Signor Saragat, the Social Democrat leader, who is Deputy Prime Minister, accused Mr. Bevan publicly of improper interference in Italian party affairs, and the Christian Democrat newspaper *Il Popolo* asked if he was a visitor or an intruder. Later Mr. Bevan and Mr. Morgan Phillips met Signor Saragat in Rome for discussions.

AT THE OPENING OF THE ITALIAN SOCIALIST PARTY'S CONGRESS: Signor Nenni (on right), the party leader, is greeted at the opening of the party's congress held in Milan. The congress pledged the Socialist Party to democratic methods and officially ended the Communist alliance.

***On right*—RUSSIA PRODUCES FOUR AMERICAN "SPIES": The four men alleged by the Russians to be American spies are presented to the world at a Press conference in Moscow. From left to right are Konstantin Khmelnitsky, Nikolai Yakuta, Mikhail Kudryavtsev and Aleksandr Novikov.** On a long table below the desk is equipment said to have been given them before they entered Russia. All four are Russians who have been in Soviet hands for some three years and are said to have been recruited by U.S. Intelligence in West Germany

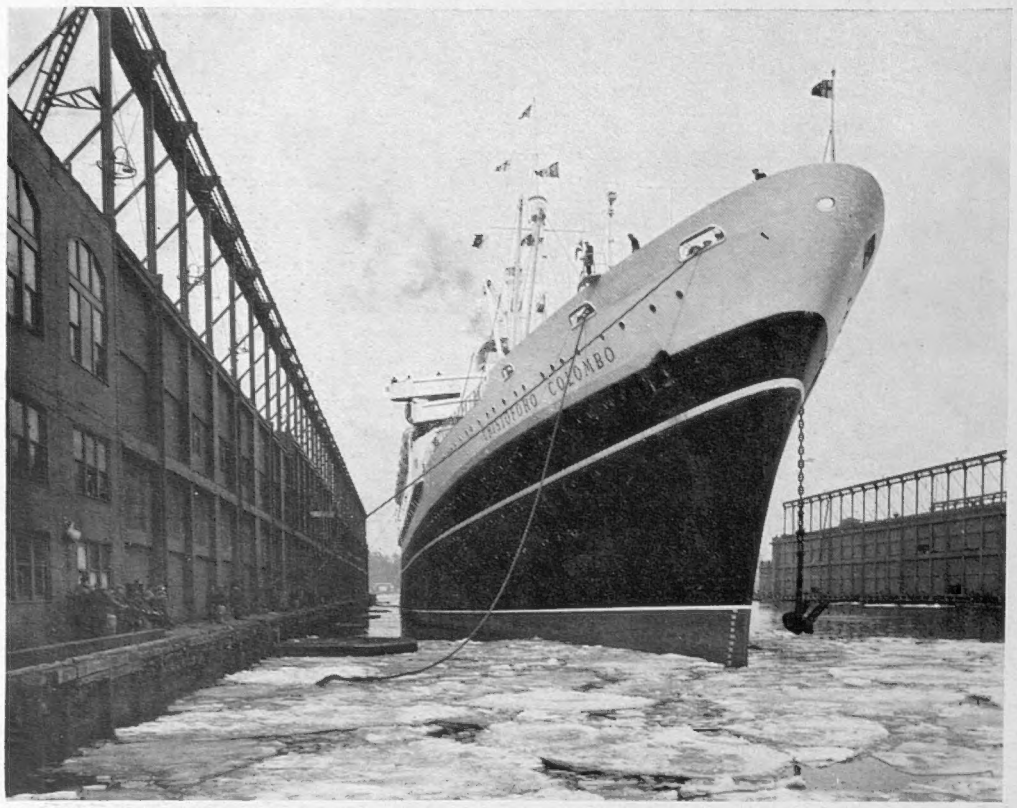
A PRISON RIOT IN THE UNITED STATES: Two prisoners from the Utah State Prison (wearing dark glasses) tell reporters of their grievances during a conference between the prison authorities and the leaders of the riot. The rioting inmates seized control of all the prison with the exception of the administrative block and held eighteen civilians as hostage. Several guards were also held. The prisoners later surrendered. *On left*—The storeroom of the prison is cluttered with debris after the inmates had seized control and sacked part of the buildings. At the prisoners' demand Governor George Clyde drove to the prison and conferred with the rioters' spokesman. He told him that all hostages would have to be released before any further discussions would be held. Before surrendering the prisoners blew up the heating plant and cut off electrical power

On left—
TERMINATING THE ANGLO-JORDAN TREATY: The highly-polished table in Amman reflects the British and Jordanian delegations gathered round it. On the extreme right, turning his face to the camera, is Suliman Nabulsi, the Jordanian Prime Minister, and leader of his delegation. On the left are the British, led by Mr. Charles Johnston, the British Ambassador in Amman (third from the left). The talks to terminate the Treaty of 1948 began last Sunday but were adjourned after a brief session. Although it was understood they were soon to be resumed, Jerusalem Radio, which is controlled by Jordan, accused the British of "delaying tactics." These allegations were strongly denied in London. It was pointed out that the Jordanians were pressing, probably for internal political reasons, for a fixed date to be announced at once on which British forces would be withdrawn. The British view was that this could not be done until consideration had been given to the length of time required for the withdrawal of troops and stores. Specialist sub-committees are discussing these points.

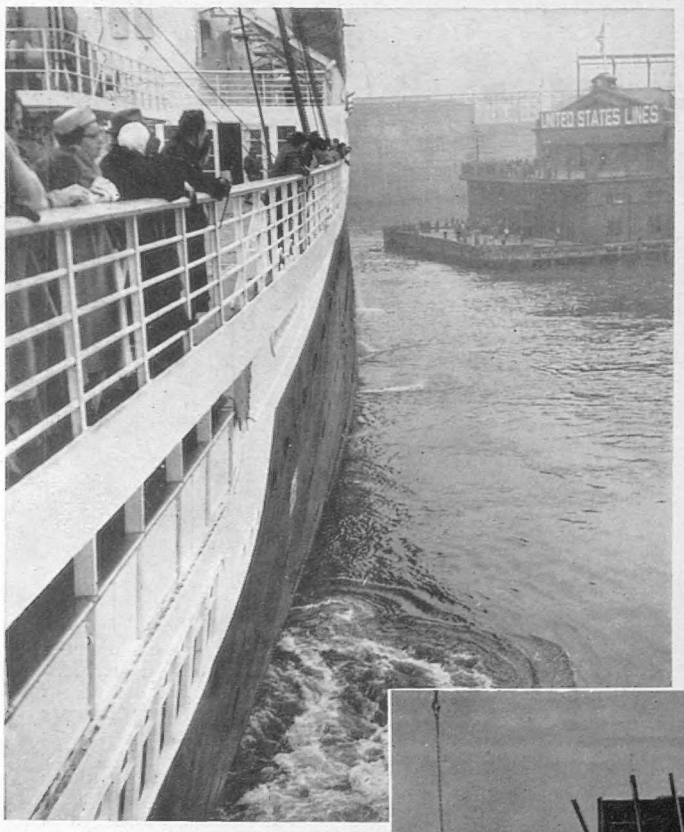
On right—
FINNISH LEADERS IN MOSCOW: At the table in the Kremlin Marshal Bulganin, the Soviet Prime Minister, is in the left foreground, with, beyond him, Mr. Mikoyan, the Soviet Deputy Premier, who is much concerned with trade matters. On the extreme right sits Mr. Fagerholm, the Prime Minister of Finland. Next to him is Mr. Kleemola, Finnish Minister of Trade. The Finnish visitors were spending five days in Moscow. In the course of a banquet Mr. Fagerholm invited Marshal Bulganin and Mr. Khrushchev to visit Finland. Marshal Bulganin replied that he and the First Secretary of the Communist Party accepted the invitation with pleasure and were prepared to go to Finland at any time. He thought spring, summer and autumn were all "beautiful seasons." When Mr. Khrushchev rose to make his speech he declared that spring was the best time of the year because then "love is at its strongest."

On left—
ISRAELI DEMONSTRATIONS AGAINST THE UNITED NATIONS: Thousands of Israelis carrying banners demonstrate in Jerusalem in protest against the United Nations. The protests were against the "double standards" which the Israelis claim are being applied by the U.N. following Israel's refusal to withdraw from the western shore of the Gulf of Aqaba and from the Gaza Strip. The demonstrations also expressed the nation's solid approval of the Government's determination to stand fast against pressure resulting from the resolution of the General Assembly. In Tel Aviv, where some 80,000 people assembled to take part in the protest, precautionary measures were taken to prevent demonstrators from approaching the United States Embassy. However, the crowds were remarkably sober and orderly. The resolution, which was passed with acclaim at every public rally throughout the country, protested against United Nations attempts "to strike at Israel's security and equality of rights by an act of discrimination amounting to violation of the principles of the United Nations Charter."

THE NEWS IN PICTURES—III.



BERTHING WITHOUT THE AID OF TUGS: The 29,191-ton Italian liner *Cristoforo Colombo* drops anchor in an ice-filled dock in New York, after berthing under her own power with the help of men on the dockside. The liner was one of many ships handicapped by the tug strike in the port.



THE S.S. "UNITED STATES" MANŒUVRES INTO HER BERTH: Passengers peer over the side as she makes her way towards the dock at New York, without the aid of tugs. The strike, which involved 4,000 men in a dispute over pay and job conditions, caused 400 tugs, barges, lighters and tankers to lie idle.

POWER FOR A GONDOLA—AN INNOVATION IN VENICE: Fitted with an outboard motor a gondola glides rather more swiftly than usual along a canal in Venice. The gondolier, who is sitting alongside the motor, is Gino Macropodio. A huge oar is lying beside him.

On left—

A "FIRE-ENGINE" IN THE ADRIATIC CITY: The normally placid waters of the Venice canals were churned into seething foam as a fireboat rushed to a fire during last month.

On right—

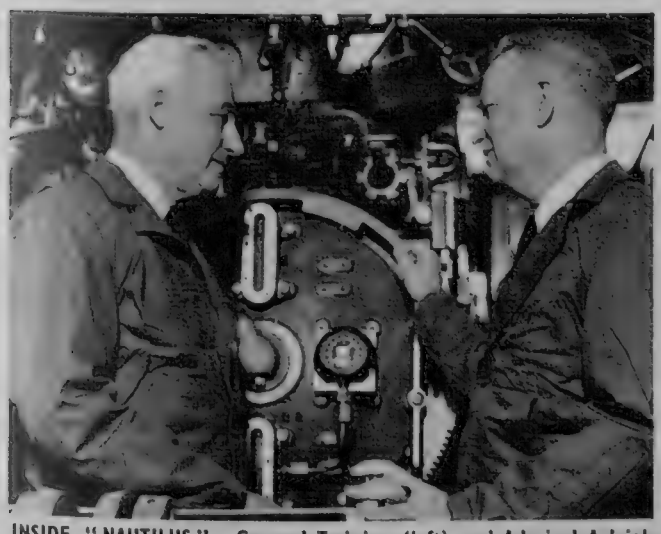
A MODERN PIER IS TAKING SHAPE ON THE KENT COAST: It is being built at the seaside town of Deal to replace the former pier, which was demolished during the war. With a length of 1,000 ft. it is of steel and concrete structure, and is supported on tubular legs. As it is hoped that cross-Channel steamers might call at the pier, a three-deck pierhead is included in the design for the use of both the steamers and other pleasure-boats. The pier, which is being built by Concrete Piling Ltd., at a cost of £250,000, is due to be opened in the autumn. The consulting engineers are Sir William Halcrow and Partners

EXPLAINING THE NUCLEAR PROCESSES OF THE ATOMIC SUBMARINE: Lieutenant Paul J. Early, Engineering Officer of the United States submarine *Nautilus*, explains with diagrams to an audience of senior officers how the vessel is driven by atomic power. This picture was taken aboard the craft during a two-day cruise for the United States Chiefs of Staff or their representatives and other leading experts of the U.S. fighting services. *Nautilus*, the world's first "A" sub, was completed in April 1955. She has a standard surface displacement of 3,180 tons and her engine consists of a thermal reactor and water coolant and geared turbines. She has a range of 25,000 miles, and is reported to travel faster under water than on the surface. Submerged she can make 20 knots. A second American atomic submarine, *Sea Wolf*, was completed last autumn, two more are in the process of construction, and a further six of this large atomic (nuclear) powered type have been requested for the United States Navy in this year's fiscal appropriations.

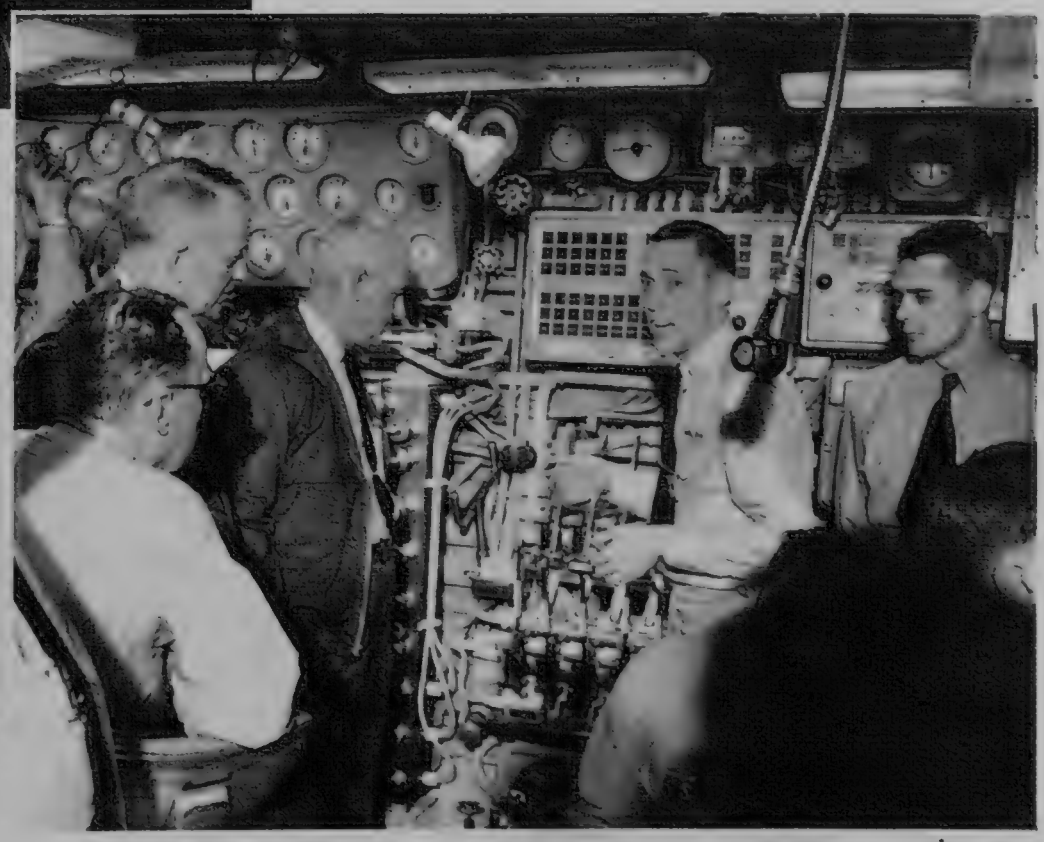
GUESTS IN AN AMERICAN "A" SUB

Senior Officers of the American Fighting Services on a Cruise in the U.S.S. "Nautilus"

IN THE CONNING TOWER: General Nathan F. Twining (right), Chief of Staff of the United States Air Force, examines the pelorus, which is an instrument for correcting errors in the compass.



INSIDE "NAUTILUS": General Twining (left) and Admiral Arleigh A. Burke, U.S. Chief of Naval Operations, discuss some of the equipment of the atomic submarine. *On right*—A demonstration is given by the Reactor Control Officer of the working of the ballast system of *Nautilus* in one of her vital points.



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YEMEN SCENE

The Middle East Kingdom from which Raids are being made into the Aden Protectorate

Yemen was the *Arabia Felix* of the Ancient World, but it is doubtful whether the inhabitants of the present-day kingdom can be counted as fortunate. This Arab state at the southern end of the Red Sea is now much in the news because of the raids being carried out from it into the British Protectorate of Aden.

The population of 4,500,000 live under an absolute monarchy. Recently the Imam Ahmed invited a party of foreign journalists to his country and gave a Press conference for the first time in his life. His claims regarding his frontiers and his anti-British statements were absurd, but all who saw him came away with an impression of an autocrat keeping all the reins of government in his own hands.

Most of the Yemenis live as best they can from the land. The main agricultural products from the 75,000 sq. miles area of the kingdom are barley, wheat, millet and coffee. Yemeni coffee is exported in considerable quantities and there is some foreign trade in hides. Taxation is crippling, but in a land where the pillory and stoning-to-death are legal punishment few dare to object.

The present raids into Aden are being carried out by a combination of three groups: Yemeni soldiers; Yemeni tribesmen; and fugitives from the Protectorate. It would be difficult to believe that their operations are not controlled by the only person who counts in Yemen—the Imam.

A CASUALTY IN FRONTIER FIGHTING: A wounded man is carried into Rahedah, which is just inside the Yemen border. He had been engaged in an attack upon a guard post at Sanaa, across the frontier in the Aden Protectorate. The raiders had been repulsed by a force of British troops and Protectorate levies.

On right—

A DISSIDENT: This man is one of those who have fled from Aden Protectorate into Yemen.

A TOWN IN YEMEN: Beidha is seven miles from the border with Aden and its tall buildings are typical of the architecture in many Yemeni towns. In the foreground is a market. The people live under the virtual dictatorship of the Imam and are subject to heavy taxation. The majority live by the land, the chief crops being barley, wheat, millet and coffee. An American company was granted a concession in 1955 for oil and minerals over 40,000 sq. miles, about half the area of the country.

THE CAPITAL : The modern vehicles in the left-hand corner contrast with the ancient buildings of Taiz, the capital, and the residence of the Imam. The town, which lies in the south-west corner of Yemen, is at an altitude of 4,600 ft. and has a population of about 12,000.

FIRING OVER THE BORDER: Tribesmen in the cover of bushes on a hill fire into the valley below where the frontier with Aden runs. It was in hilly country such as this that a party of Cameron Highlanders was recently ambushed.

READY FOR ACTION: Armed with ancient rifles, tribesmen watch from an improvised defence on the border. The tribesmen have been joined by fugitives from Aden in their attacks over the frontier into the territory of the Protectorate.

FIVE HUNDRED YARDS FROM THE FRONTIER : Guards stand at their post outside a stone and mud hut in Qataba. The frontier with Aden is no more than 500 yards away. British forces operating against raiders have strict orders not to cross the legitimate borders of Yemen.

BRIDGING THE VOLTA

A New Steel Arch Bridge Links the Gold Coast with Togoland

The new bridge across the River Volta, which, with the Black Volta, separates the Trans-Volta Togoland region and the Northern Territories from the Gold Coast and Ashanti, is the first ever to span the river. It replaces the crowded Senchi ferry a few miles down the river which had become increasingly inadequate for the growing road traffic. Last year it carried 72,000 vehicles and nearly a million passengers. The first official passengers to drive across the bridge were Sir Charles Arden-Clarke, the Governor of the Gold Coast, and the Premier, Dr. Kwame Nkrumah. They were watched by a vast crowd of spectators as well as by official guests who included many chiefs from the Gold Coast and Togoland. During the ceremony the chiefs from the two territories advanced beneath their coloured umbrellas from each end of the bridge and had a symbolic meeting in the centre.

The construction of the bridge was begun at the beginning of 1955 and the massive steel arch was built out from each bank and joined in the centre. From this are suspended the steel cable-hangers for the support of the bridge deck which is designed as a composite structure. Its carriageway is 22 ft. wide and the whole structure is designed to carry a load of 180 tons. The arch, which rises to 200 ft. above the water, is constructed of special quality high-strength steel, prefabricated in sections in the United Kingdom and conveyed by sea to Takoradi and thence by road to the site. The specially built approach roads to the bridge extend to 5½ miles.

The joint consulting engineers to the Government of the Gold Coast for the bridge were Sir William Halcrow and Partners, and Freeman, Fox and Partners. The main contractor was Dorman Long (Bridge and Engineering) Ltd.

THE FIRST BRIDGE ACROSS THE RIVER VOLTA: It spans the river in one mighty steel arch and provides a direct road route between Accra and Ho, administrative centre of Togoland. This picture, taken during the construction, shows work in progress on the bridge deck which is supported by steel cable hangers suspended from the lower chords.

AT THE OPENING CEREMONY: The Omanhene of Akwamu, surrounded by chiefs from Trans-Volta Togoland and the Eastern Region, pours a libation which closed the proceedings.

THE COMPLETED BRIDGE: The overall length is 1,115 ft., with a clear span of 805 ft. Cost of the bridge and its approach roads is estimated at £690,000, much of which has been financed from a loan allocated by the Gold Coast Government for the development of the Trans-Volta Togoland region.

COMMEMORATING THE OCCASION: Mr. Kwame Nkrumah, Prime Minister of the Gold Coast, unveils a plaque. Looking on is Mr. A. Casely-Hayford, the Minister of Communications.

BALING OUT A NEW WAY: A doctor of the United States Air Force makes a demonstration parachute drop with a dinghy which inflates itself on the way down. Trials with the new techniques and specially adapted equipment recently took place over Fukuoka Bay, South Japan. An Albatross amphibian aircraft based at Ashiya and part of the 39th Air Rescue Squadron, together with a launch, were used by the three doctors who have evolved this new aid to survival.

MID-AIR INFLATION

Testing a New U.S. Survival Method

Up to now an airman baling out over the sea has had to wait until he hit the water before starting to inflate his rubber dinghy. Sometimes conditions of tide, currents or wind made the danger of the airman not reaching his raft a very real one. Now three U.S. Air Force doctors have successfully tried out a technique likely to increase the survival chances of airmen in such circumstances. They worked out a method and tried out the modified equipment over Fukuoka Bay, South Japan.

Flying in a twin-engined Albatross air-sea rescue amphibious aircraft, the doctors jumped at 1,000 ft. and during their descent inflated the rubber raft, into which they climbed after striking the water. The modified equipment provides for an airman and raft to be joined by a line, and wherever tide or wind takes the survivor it also carries the raft. In the tests, the dinghies were inflated during descent in just over 30 seconds.

LIFE-CRAFT LOWERED: The neatly-rolled dinghy is suspended beneath the doctor by a tube from the compressed air container, which is visible immediately below him. The dinghy is inflatable at the touch of a switch, and will be ready for use by the time it reaches the water.

DINGHY NEARLY INFLATED: The parachutist has now switched on the tap of the metal bottle containing compressed air. This flows through a tube to the raft, which can be seen almost fully-inflated.

THE NEW METHOD VINDICATED: The parachute has been released and allowed to go with the wind and the "survivor" has successfully pulled the already inflated dinghy towards him. Previously a man, while being pulled through the water by his parachute canopy, had to struggle to turn on the compressed air to inflate his raft. The speed at which he might have been dragged through the water can be seen from the wash the vacated harness is making.

RESCUE COMPLETED: The "survivor" sits in his raft and is about to be picked up by a launch of the 6046th Crash Rescue Squadron. In the tests the three doctors involved jumped from about 1,000 ft. and during descents inflated their dinghies in a little over thirty seconds after switching on the compressed air tap.

SPRING COMES TO SPENCE BAY, IN CANADA'S NORTH-WEST REGIONS: This Eskimo is carrying over a hundred Arctic fox pelts to be sold at the Hudson's Bay Company's post.

SHOPPING IN THE COMPANY'S STORE: An Eskimo who has sold his pelts at the post chooses a dress for his young child. The girl is still clad in her warm winter clothing.

SPRING COMES TO THE ARCTIC

The Trading Season Opens at the Hudson's Bay Company's Post in Spence Bay, Northern Canada

FISHING IN THE NORTH: A young Eskimo casts his spear at the outlet of a swift stream before it runs into rapids. This type of fishing is practised as soon as the ice disappears and the ice air-holes are replaced by open leads.

TAKING THE FIRST SUN OF SPRING: An Eskimo family sits in the sun outside the tent they will use as their home during the summer months. Much of the family's time will be spent at the fishing-grounds, where the women will cure the fish and store it for winter.

THE ICE BREAKS WITH THE ARRIVAL OF SPRING: Aided by their master, the dogs of a sled team jump across a lead in the pack-ice. If the channel is too wide for the dogs the Eskimos toss them across and then jump themselves. During the spring, when the ice begins to melt, the dangers of travel on the ice-fields are considerable.

FISHING THROUGH THE ICE: This crude harpoon is used for fishing through air-holes in the ice. The harpoon is fitted with a trident head made of bone and iron.

The arrival of spring in the frozen territories of the Canadian Arctic is the sign for the Eskimo trappers who have spent the winter months in the Far North, with their guns and traps, to return south and trade in their pelts and furs. Every spring the little post of the Hudson's Bay Company at Spence Bay, on the narrow base of the Boothia Peninsula, is crowded with Eskimo trappers, who have come from hundreds of miles around to sell their winter's catch and buy equipment and food from the Company's store.

As the months of spring advance and early summer arrives, the landscape undergoes a rapid change while the Eskimos disperse to their summer camping grounds. The melting snows expose black rocks and the breaking

FOOD FOR FURS: An Eskimo trapper trades his winter's catch for flour and tinned food. Beside his gun are aluminium pieces which represent the value of his catch of pelts.

PREPARING THE FURS FOR SHIPPING: A heavy fur press is used to compress the furs tightly before they are packed in burlap bags to be shipped out. The weighted lid of the press is screwed down until the furs occupy the required space. They emerge none the worse for the pressure in London, Montreal or New York.

A PLANE FROM THE SOUTH: A seaplane lands on a clear stretch of water near the Hudson's Bay Company's post in Spence Bay, at the narrow waist of the Boothia Peninsula, in the North-Western Territories of Canada. The plane, which had arrived to load furs, was unable to stay long, since the changing winds constantly threatened to blow the ice towards it. Sometimes the furs go by plane, sometimes by a small boat which takes them to some other post, where they can be collected by a larger vessel.

ice-packs open great leads of clear water. By mid-July birds will have nested and much of the land will be carpeted with brilliant flowers. Large quantities of ice will remain in the bays and offshore, but the cold months of fasting will have gone and the Eskimos will be able to fish and hunt in preparation for the return of winter.

For the Eskimo every season has its purpose. In the spring and summer the trapping of the winter months is replaced by fishing and seal-hunting. Families take to their sleds and cross vast tracts of the Boothia Peninsula, hunting and storing the food for the hard months that will return. At the fishing-grounds, which are more extensive when the ice has melted, the women cut their husbands' catches into strips and cure them in the sun outside their summer tents.

But the centre of the Eskimos' existence lies near the scattered trading posts of the Hudson's Bay Company, where he can trade his catches. The Company first came to these regions in the seventeenth century, when Charles II made a grant to Prince Rupert and other noblemen of "the sole trade and commerce of all those seas, straits, bays, rivers, lakes, creeks and sounds in whatever latitude they shall be, that lie within the entrance of the strait commonly called Hudson Strait together with all the land, countries and territories upon the coast, and confines of the seas, bays . . . aforesaid." The prince and his associates were called the Governor and Company of Adventurers of England trading into Hudson Bay.

Until the advent of the new dominion of Canada in the middle of the nineteenth century the Company held 1,400,000 sq. miles of land and traded over an area considerably larger. In 1869, however, the Company agreed to surrender its lands, which became the property of Canada as a whole, and out of which three provinces were afterwards carved. As compensation it received £300,000 and a good deal of fertile land, as well as a small piece adjoining each of its trading stations scattered throughout the Arctic territories. As a fur trading corporation the Company has continued its operations down to the present day.

POPULATION CYCLES AMONG ANIMALS

A Study of the Fluctuations in the Animal Populations of this Country

By BRIAN VESEY-FITZGERALD

ANYONE who reads the sporting and rural Press of the British Isles regularly, and is not himself firmly wedded either to sport or to one or other of the many animal protection or anti-sport societies (I am not, by the way, suggesting that all the animal protection societies are definitely anti-sport), cannot fail to derive a certain amount of cynical amusement from his perusal.

Consider shooting, for instance. Year after year, as the shooting season approaches, the sporting Press publishes guardedly optimistic forecasts, especially with regard to grouse and partridges, about the amount of game that should be available and the favourable prospects for the sportsman. Year after year, as the shooting season draws to its close, the same Press holds a post-mortem to find out why there has been yet another poor, or downright bad, season, and particularly why the numbers of grouse and partridges continue to decrease. And its correspondence columns are filled with the views of its readers, knowledgeable and otherwise.

The scientifically-minded are inclined to hold forth learnedly about "population cycles" and to take the view that everything will be all right in the end. Broadly speaking, they maintain that we are now in a "low" period and that, in the normal course of nature, this will right itself and that, in due course, we shall experience another "peak" period.

It is well known that there are population cycles in wild life. They have been studied very carefully over a period of many years by biologists in many parts of the world. The most regular fluctuations in animal populations occur in the far north; for example, there is the well-established ten-year cycle in the numbers of the lynx in north Canada. But there is also a good deal of evidence to suggest that cycles also occur, though not so obviously, elsewhere. Although everyone knows that these fluctuations do occur, nobody knows why they occur. There are all sorts of theories about the cause or causes: there is nothing more than theory.

More than twenty years ago Mr. A. D. Middleton, who knows a great deal more than anybody else about population cycles, so far as British game birds and animals are concerned, published a paper which indicated that there was a six-year period between the peak years for grouse and one of eight to nine years between the peak years for partridges. He was working on a long series of game records, covering many years, from many parts of Britain, and his paper at the time seemed conclusive. If his analysis of these game records showed clearly the existence of cyclic "lows" and "peaks" for partridges and grouse, the years since its publication have shown just as clearly that whatever may have been the controlling factor it no longer exists.

In the twenty and more years since that paper was published there has not been a single peak year for either partridges or grouse. (It is true that there has in that period been one local peak for partridges, but set against the country as a whole that cannot be regarded as significant.) What, in fact, has occurred has been a long succession of "lows," steadily deepening.

Of course, everyone with any experience of game birds, partridges and grouse particularly, knows very well that all sorts of things can happen to upset what seemed to be a good year in prospect; snowfalls in May, for example, or heavy thunderstorms in June. But we have not had many May snowfalls in the past twenty years—in fact, I believe, we have had only one—and though we have had, of course, heavy thunderstorms in June, we have not had them every year all over the country. Our weather during the past twenty years has been very much the same as our weather throughout the period since game records first began to be kept. Locally, in one year or another, we may blame the weather for poor partridge or grouse stocks: nationally, we cannot do so. And the decline of both these birds is not merely a local decline. I do not think that we can place our faith in population cycles. That peak year has been too long coming, is too long overdue.

The non-scientifically-minded do not bother about population cycles or any other abstract theory. Simple, straightforward folk, they see things clearly and write about them bluntly. The catastrophic decline in the numbers of grouse and partridges is due mainly, they believe, to a great increase in the numbers of "vermin" and a great decrease in the numbers of gamekeepers; and, in the case of the partridge, to this and the over-liberal use of poison-sprays by farmers. And for the increase in vermin they blame, first and foremost, the Forestry Commission and the Nature Conservancy. They regard the plantations of the Forestry Commission and the reserves of the Nature Conservancy as reservoirs of vermin, sanctuaries in which these bloodthirsty predators are permitted to multiply undisturbed and from which they issue forth night and day in ever-increasing hordes to prey upon the game of the countryside.

This is altogether too simple a picture. Those who take this view of the plantations of the Forestry Commission would do well to ponder the case of the black grouse. Here is a bird which disappeared altogether during the 1930's from districts which it had inhabited for centuries and which elsewhere throughout its range during the 1930's and the war period declined in numbers even more alarmingly than have the red grouse and the partridge, but which is now increasing in numbers and spreading, taking over new territories. And this spread, these new territories, are the plantations of the Forestry Commission. Similarly, if the reserves of the Nature Conservancy were, in fact, reservoirs of vermin, if vermin did, in fact, multiply undisturbed within them, one would expect to find the wild life of these reserves as affected as the wild life outside them or even more so. In fact, there is no evidence to suggest that these reserves are not fulfilling the reason for their existence most adequately.

PLANTING POTATOES IN CORNWALL: Farm-workers plant rows of early potatoes on Mr. William Rowe's farm, near Penzance, in Cornwall. In the background is the sea and the mist-covered outline of Saint Michael's Mount. On some farms in this area the winter has been so mild that the early broccoli is now finished.

The protectionist, of course, takes the opposite view. He is inclined to regard the gamekeeper as even more bloodthirsty than the stoat, remembering perhaps the dreadful gamekeepers' gibbets of pre-war days, not knowing perhaps very much about the work of the gamekeeper, and believing that it is entirely concerned with killing animals and birds conveniently labelled "vermin."

Experience has shown, time and time again, that the wholesale destruction of predators invariably defeats its own purpose. There have been some spectacular examples of this in North America. In the Banff National Park wolves and coyotes were practically exterminated in order to protect the wapiti. As a result, the wapiti increased so much that there was not sufficient grazing to support them and they became weak and sick. The Park wardens had to slaughter thousands of them, and were, in fact, doing the work that the wolves would have done for them. Very much the same thing happened in the Yellowstone National Park. Now the wolves and the coyotes and the mountain lions are back.

No doubt, from the purely naturalistic point of view, it would be a good thing to turn gamekeepers into wardens and allow the grouse and the partridge and the rabbit and the predators to work out a balance afresh between them. But the grouse and the partridge and the rabbit are not merely wild animals of interest to the naturalist, they are also the sportsman's animals and they are a source of income to many other people.

This was very clearly realised at a conference held recently at Winchester under the general title "Wildlife in Agriculture." This conference was sponsored by the I.C.I. Game Research Station, and during it considerable stress was laid upon the importance of the gamekeeper in the farming picture. There was certainly no suggestion here that there was any waste of manpower.

One of the speakers, Mr. H. V. Thompson, the Principal Scientific Officer in charge of research on land pests and birds in the Infestation Control Division of the Ministry of Agriculture, pointed out that the aims of agriculture, hunting, game preservation, wildlife conservation generally and public amenity could never be identical. The only solution was a compromise.

Mr. A. D. Middleton, who is the Manager of the I.C.I. Game Research Station at Fordingbridge, gave a fascinating talk on "Game Birds as a Supplementary Crop to Normal Farming": an idea which will be novel to many farmers. Mr. Middleton said that he thought that the basic fact in game conservation should be that we should shoot only the surplus we created. This shootable crop, which would be a legitimate harvest, should be only the surplus over and above the natural requirements of the population to maintain itself.

This is an ideal. To attain it would demand very considerable knowledge, a very specialised knowledge, a knowledge quite beyond that possessed by the average sportsman or farmer. It would require, as Mr. Middleton pointed out, the employment of a good gamekeeper. Mr. Middleton was also of the opinion (and no man knows more about it than he does) that one of the best actions that can be taken to increase a stock of game is protection from natural enemies. In other words, keep down the vermin. And he mentioned particularly the rook as one of the worst enemies of the nesting partridge.

There has in recent years been an enormous increase in the numbers of rooks and magpies and crows, but I wonder how greatly this has really affected the numbers of partridges? Speaking of the effect of farm chemicals on game and wildlife generally, Mr. Middleton could say no more than that it was a very difficult subject because of the lack of data under practical field conditions. Would it be too cynical to suggest that it will always be a difficult subject?

Leaving aside that very thorny problem—and it is only one of several—it was apparent at this conference (which was, in the main, a conference of experts) that there is now a new attitude to the whole subject of game preservation. There is no longer talk of population cycles, no longer talk even of the possibility of peak years. True, there is now talk of shooting the *surplus* crop, but that is a local matter—one for the individual game preserver—not a national one. (And would the average sportsman really know when he had on his ground a surplus to natural requirements? I very much doubt it. Of course, a good gamekeeper would know: whether he would be able to persuade the average employer, the average syndicate, is quite another matter.)

The one thing which, it seems to me, really emerged from this very important conference (though it was never put into words) was that there is now a different atmosphere. No longer is there talk of the "return" of the partridge. Now, it is a question of maintaining what we have got. And the same, surely, applies to grouse.

And maintaining what we have got is going to be very difficult indeed. What with new and ever more intensive methods of farming, what with our open country dwindling at the rate of 50,000 acres a year—or is it more?—the outlook for the partridge particularly is bleak in the extreme. It is not really a question of killing vermin or protecting this bird or that. It is becoming more and more evident that there is really only one animal too plentiful in the British Isles, and that one is the worst predator of the lot—Man.

"MAYFLOWER II" NEARS COMPLETION

The Replica of the Pilgrim Fathers' Ship will Sail in the Spring to America

It is an extremely fortunate chance that the time chosen for the voyage of the *Mayflower II* across the Atlantic from Britain to America should be this coming spring and early summer. The originators of what is known as the *Mayflower* Project began their planning two or three years ago at least, in fact Mr. Warwick Charlton, the project's Chairman, records that he first had the idea of building a replica of the Pilgrim Fathers' vessel during the war. Perhaps, blessed as they are with abundant imagination, the inspirers of the project were also accorded some special prescience to fix their date of sailing. For no time could be better than the immediate future.

In recent months Anglo-American relations have suffered a serious rupture. Every effort is now being made by men of goodwill on both sides of the Atlantic to restore them and make them stronger than ever before. What finer contribution could there be to this vital task than this grand gesture on the part of Britain?

The *Mayflower* Project can be briefly explained. Its founders are a group of Britons who have raised funds to build a replica of the famous original *Mayflower* of the early seventeenth century. The new *Mayflower* is now nearing completion in the shipyards of Messrs. J. W. and A. Upham at Brixham, in Devon. She will set sail some time in April across the Atlantic to America. After visiting various ports, she will have a permanent berth at the Plimoth Plantation, in Massachusetts, an American organisation which exists to preserve the memory of the Pilgrim Fathers.

Mayflower II is to be a gift from the people of Britain to the people of America, a unique ambassadress of goodwill and a tangible symbol of the common heritage of the two great nations. In America her coming is regarded as more than a gesture from Anglo-Saxons to Anglo-Saxons. Many leading Negroes are anxious to take part in welcoming her.

(*Continued on following page*)

UNIQUE AND LASTING SYMBOL OF ANGLO-AMERICAN FRIENDSHIP: The poop rises above the stern of *Mayflower II* in the dry-dock at her builder's yard in Brixham, Devon. She will be a replica of the immortal vessel in which the Pilgrim Fathers voyaged to America in 1620. The new *Mayflower* will herself set sail across the Atlantic in the coming spring and be presented to the American people as a permanent symbol of Anglo-American friendship.

THE CROW'S-NEST UNDER CONSTRUCTION: Alfred Twyman, a Brixham shipwright, works on the crow's-nest which will soon be fitted to the main mast of *Mayflower II* and from which watch will be kept during the Atlantic crossing.

TRADITIONAL TOOLS: A line of workmen employs adzes—tools which have been in use for centuries—to fashion one of the three masts of *Mayflower II*. The ship was ceremonially launched at Brixham last September and then placed in dry-dock for fitting out and completion.

"MAYFLOWER II" NEARS COMPLETION

THE CAPSTAN OF "MAYFLOWER II": It is being completed in its position on the main deck. The ship will carry thirty passengers and a crew of twenty-one, under the command of Mr. Alan Villiers, across the Atlantic. She is of only 200 tons and 90 ft. long. Her keel is 58 ft. and beam 25 ft.

BASIC MATERIAL: From trunks of English oak such as these the keel and hull have been fashioned in the yard of J. W. and A. Upham Ltd. The timber for the masts and spars has come from Canada.

ROPE FROM SCOTLAND: Over 8 tons of rope for rigging and cordage are being supplied by the Gourock Ropework Co. Ltd., of Port Glasgow.

ATTENTION TO EVERY DETAIL: The fore-topmast rigging is plaited. On the bench a blueprint shows the rigging of *Mayflower II*. Much patient research has been done to make the vessel a precise replica of the original *Mayflower*.

CANVAS WHICH WILL BILLOW IN ATLANTIC WINDS: The sails being sewn and fitted at Brixham are another contribution from Scotland, as the flax was made in the Alma works of Francis Webster and Sons Ltd., in Arbroath.

(*Continued from previous page*)

She is a gift from Britain, but she embodies a common transatlantic endeavour. Her hull and keel are of English oak, her masts and spars of Canadian timber, her ropes and sails come from Scotland. Among the thirty passengers she will carry on her voyage will be descendants of the Pilgrim Fathers. Her crew of twenty-one, under the command of Mr. Alan Villiers, will be all British and not a few of the members have been round the Horn in sailing-ships. In the hold will be a cargo to which numerous British companies have contributed items which are either historically appropriate or worthy examples of British industry and craftsmanship.

Britain, as the donor of the ship, has raised the funds for her construction, but America is offering financial help on the other side of the Atlantic. Massachusetts has put up 3,000,000 dollars for dredging the approach to Plimoth Plantation. An American naval architect, Mr. William Baker, has been the designer of the *Mayflower II*.

Very few facts are recorded about the size and rig of the original *Mayflower*. Only by long research and careful deduction could Mr. Baker reach his decisions on size and other details so that the new *Mayflower* could be as nearly precise a replica as possible.

The Puritan complement of the old *Mayflower* took with them to the New World a belief in education. The twentieth-century *Mayflower* Project puts education high in its own objectives. Hundreds of thousands of people—many of them children—have gone to the shipyard in Brixham and seen the vessel taking shape. In the Plimoth Plantation, in America, millions of American children will in time visit *Mayflower II* as part of the Plimoth Plantation, which is a living museum to the memory of the Pilgrim Fathers who landed nearby. Whoever sees the ship learns something of the common basis of Anglo-American history.

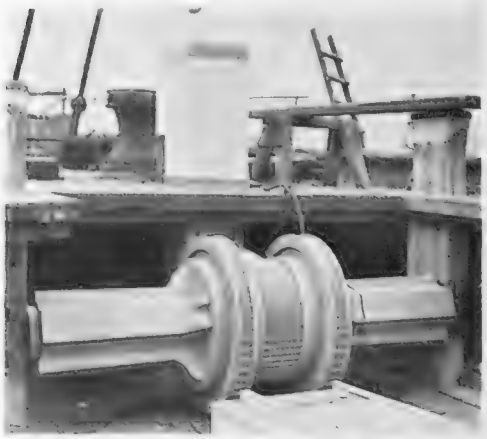
Later it is hoped that out of the funds of the *Mayflower* Project, a foundation will be started to provide Anglo-American exchange scholarships and similar educational facilities.

On right—

PREPARING FOR AN HISTORIC VOYAGE: With foremast fixed and poop rising at the stern, *Mayflower II* lies beside the sea at Brixham. She will embody the finest traditions of British craftsmanship, take numerous contributions from British firms in her cargo and carry to America the abiding friendship of Britain.

"CUTTY SARK" IS NEARLY READY

The Famous Clipper, now lying in Dry-Dock, will soon be Open to the Public



ON BOARD THE "CUTTY SARK": This is a model of the original windlass which was used for hoisting the anchor. It is installed in the clipper, which is in dry-dock at Greenwich.

After years of extensive work the *Cutty Sark* is beginning to assume her final appearance as a permanent memorial to the Merchant Navy. She lies in a specially-built dry-dock near the Royal Naval College at Greenwich and is expected to be opened to the public on June 25 at a ceremony to be attended by the Queen. *Cutty Sark* is being restored as nearly as possible to her original condition. Although some of the materials being used in the reconstruction are modern, much research has been undertaken into her original lines. A good deal of attention has also been paid to the surroundings in which the great ship lies with her prow looking out over the river. Apart from the co-operation of the London County Council, the clipper is now in the charge of the *Cutty Sark* Society (formerly the *Cutty Sark* Preservation Society).

The *Cutty Sark* was built at Dumbarton, in 1869, and began her remarkable career on the China tea trade, afterwards transferring to the Australia run and taking part in the wool races, in which she set up some very remarkable speed records.

On right—

A LINK WITH THE PAST: The original fresh-water pump is being preserved.

A PERMANENT MEMORIAL TO THE MERCHANT NAVY: A general view of the *Cutty Sark*, showing the clipper in her permanent dry-dock close to the Royal Naval College at Greenwich, which is seen in the background. Every care is being taken to restore the clipper to her original condition. She is expected to be opened to the public by the Queen at a ceremony in June.

PREPARING THE INTERIOR OF THE OLD CLIPPER: *Left*—Workmen are placing figureheads from old sailing and steam ships in position in the lower hold for the approval of the Exhibition Committee. The lower hold is a new deck which has been prepared for exhibition purposes. *Right*—A corner of the saloon where the panelling is of teak and bird's-eye maple. The fireplace is part of the original structure. Elsewhere in the ship seamen's bunks have been erected in their original positions.

AN OLD ESSEX MANOR HOUSE

A Ministry of Works Grant has been given to an Historic Manor House at Little Chesterford

One of the historic houses which have recently been given a grant by the Ministry of Works is the Manor House at Little Chesterford, in Essex. The purpose of the grant is to enable urgent work to be carried out on the east wing, which is badly in need of repair.

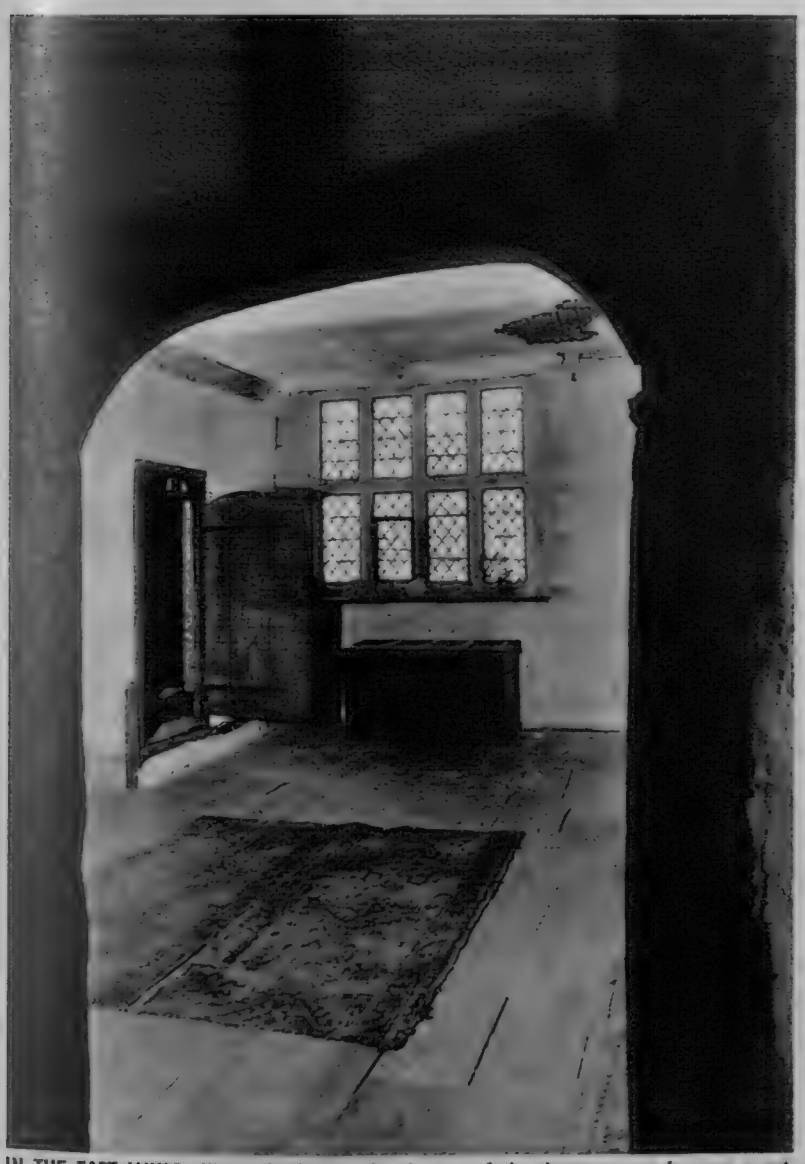
The Manor House, which is the property of Mr. Thurston True, is one of the oldest inhabited houses in the county. Some of its original features have been concealed by subsequent adaptation but its rare quality can nevertheless be appreciated without the necessity of more restoration. The timber-aisled hall, which was built about 1275, is unique among manor houses and is the oldest surviving example of the type in wood except for the hall of the Bishops of Hereford. To the west of the hall is a solar, or family living-room, of the same date. The rather larger east wing, however, is certainly older. Externally, the plan of the building resembles a half-H with two gabled wings projecting, and has remained unaltered apart from the loss of one aisle of the hall and the addition of several outbuildings. The walls are partly of flint rubble with stone dressings and partly timber-framed with plaster finish.

There was much internal reconstruction in the sixteenth century when a large upper room was inserted in the hall, the roof timbers were covered with a ceiling, both floors were partitioned and a large central stack was built. The east wing now has two upper floors. Another curious feature in this wing is that the ridge tiles are cut with a series of small crosses suggesting the presence at some period of a chapel. The house is already open to visitors by appointment.

THE MANOR HOUSE AT LITTLE CHESTERFORD, IN ESSEX: This picture of the front of the manor house shows the church of St. Mary-the-Virgin on the left. The manor, which is owned by Mr. Thurston True, is one of the oldest inhabited houses in Essex and has been given a Ministry of Works grant.

AN ORIGINAL FIREPLACE IN THE EAST WING: This stone hearth is in a large room in the east wing. Beneath the floorboards in front of the fireplace can be seen the entrance to a priest's-hole recently unearthed in the room.

On right—
A STONE ARCHWAY TO THE GREAT HALL: This is one of two archways in the Screens passage leading from the kitchen wing to the Great Hall. This timber-aisled hall, built about 1275, is unique among manor houses.

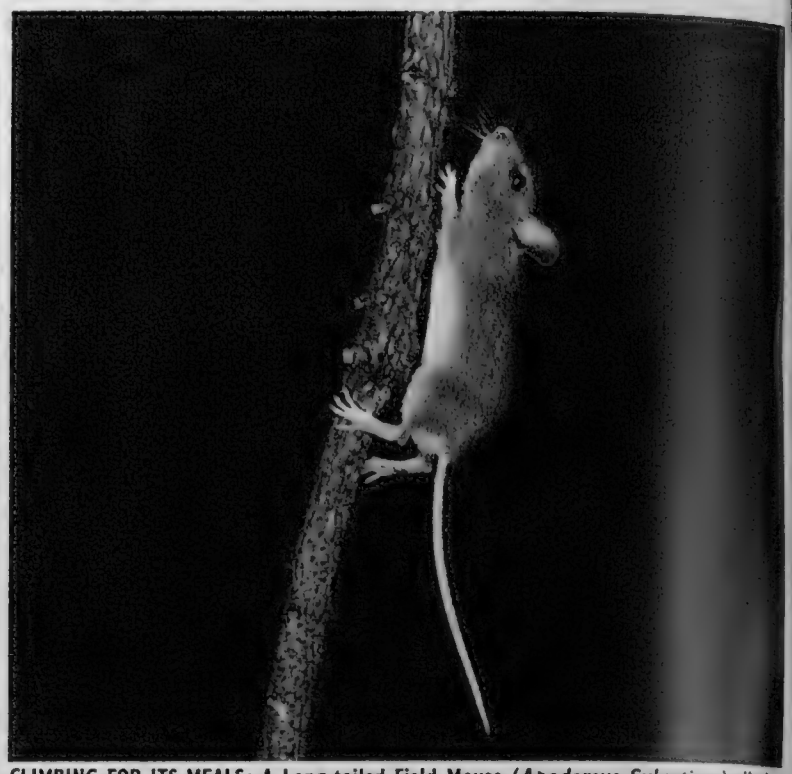


IN THE EAST WING: Through the wooden beams of the doorway can be seen a set of mullioned windows looking out from the front of the manor house. On the left is a doorway leading up to a long room on the floor above.

THE FORMER KITCHEN: Plaster has fallen from the walls and ceiling of this room on the ground floor of the east wing, which was formerly the kitchen. A curious feature of this wing is that it has two upper floors. Most of the repairs will be in the east wing.

"UNACCUSTOMED AS I AM TO PUBLIC SPEAKING": A study of a Red Squirrel in characteristic pose from a collection of photographs taken by the late Dr. Martin Wood. The Lake District is one of the strongholds of this species, which has seriously decreased during recent years.

AN ADULT MALE STARLING IN EARLY SPRING PLUMAGE: The buff-and-white tips to the feathers of the upper back and lower breast on the adult male Starling are very prominent in winter, but gradually wear off as spring approaches until the full summer plumage takes its place.



CLIMBING FOR ITS MEALS: A Long-tailed Field Mouse (*Apodemus Sylvaticus*) climbs a branch to a baited table outside Dr. Wood's study at Orrest Foot, overlooking Lake Windermere, in the Lake District, where he lived for many years.

BIRDS AND BEASTS IN A LAKELAND GARDEN

A Selection of Photographs taken from the Late Dr. Martin Wood's Study Window

A ROBIN AT THE BAIT: A Robin pecks at bait stuffed into the end of a hazel stick. With infinite patience Dr. Wood trained these birds to come and take food from his hands or to hover over hazel sticks and peck the bait.

The Lake District is attractive not only for the beauty and variety of its scenery, it also harbours within its confines a wide variety of our native fauna. Those fortunate enough to live where Wordsworth "walked with Pan" need never go far to see many of our birds and beasts in ideal surroundings. The remarkable photographs which illustrate this article were, in fact, taken through the study window of a house overlooking Windermere. Dr. Martin Wood, who took them, lived at Orrest Foot for many years. He was in many ways a remarkable man. His family was well known in Lancashire cotton circles, but he did not choose to go into textiles as a career. Instead he read medicine and became a specialist in psychiatry at a large mental hospital to the south of Manchester. There, in the green Cheshire countryside, he could exercise to the full his twin passions: the study of natural history and the playing of cricket. He was never without a camera of some sort, and even when out shooting with his friends, he could always produce one from his pocket if something interesting should appear.

The death of his father left him with enough money for a comfortable retirement, and at a comparatively early age he abandoned his medicine and went to live at Orrest Foot, where he proceeded to convert the garden into a sanctuary for wild life, and to go to great pains to attract the birds and beasts to it. Later, when he became partially crippled with arthritis, he started to put down bait at a specially arranged place near to his study window. This "bird-table" consisted of a number of large logs of wood supported horizontally a few feet from the ground, with perches at right-angles to them, the food being placed in hollowed-out places along the length of the logs. Dr. Wood disliked the conventional bird-table as being unsuitable for photographic studies of his subjects.

Within his study a camera was permanently in place, with shutter set, and there Martin Wood sat for hours waiting to see what might come to take the bait he had provided. The purchase of an electronic high-speed flash apparatus enabled him to get photographs of shy, rapidly-moving mice and voles, which came with surprising frequency to take his mixed baits of nuts, bread and offal.

Perhaps the most beautiful of his visitors were the Red Squirrels, and his photograph shows one of these in a characteristic pose with its fore-paws clasped across its white breast, and long bushy tail pendant below. The Lake District is one of the strongholds of the Red Squirrel, which has seriously decreased of recent years from competition with the far less attractive foreigner, the Grey Squirrel. It was from the Lakeland squirrels, of course, that Beatrix Potter got the material for her *Squirrel Nutkin* that has delighted so many generations of children. As well as its fine russet colour, the Red Squirrel has long tufts to its ears that are absent from the rounded stubby ears of the Grey Squirrel. Its tail is also more handsome and bushy.

Other mammals, shyer and less well known than the squirrels, came to take the baits laid out on the logs. The Long-tailed Field Mouse is shown scampering up a thin pine branch towards the logs, its fast movements caught and "frozen" by the rapid exposure of the high-speed

THE BANK VOLE: This delightful little creature differs from the Long-tailed Field Mouse mainly in its distinctively shaped, stumpy muzzle and small ears.

A JAY EATING MICE: This species is shy in country woodlands where it is looked upon as a pest. It will, however, become bold and confiding when not persecuted.

On left—
A HEDGE SPARROW SEEN FROM THE STUDY WINDOW: Like the Robins these birds were trained by Dr. Wood to come to him for food.

A COMMON GULL IN THE SNOW: Although called "Common," this species of gull is, in fact, rarer than the Black-headed Gull, which it resembles in size. It is unusual for it to appear in gardens. Like the Starling, its plumage marks vary between winter and summer.

QUARRELLING OVER THEIR FOOD: A Blackbird (on top of the post) squabbles with a Great Spotted Woodpecker over the bait laid for the birds by Dr. Wood. After food had been put there for a few years the birds arrived in ever-increasing numbers.

flash. This mouse is slightly larger than the House Mouse and differs in colouring from it, having upper dark, and lower light parts clearly separated. The feet, too, are quite white. This field mouse is quite common and is a splendid climber and swimmer. It has been known to jump out of a tin box over a foot in depth. It will eat practically anything.

The Bank Vole, shown in one of the photographs, is a delightful rufous-coloured little mammal. Comparison of its portrait with that of the Long-tailed Field Mouse enables the long snout and large ears of the mouse to be compared with the distinctive stumpy muzzle and small ears of the vole. Voles differ from mice in their molar teeth, which are remarkably indented at the sides and covered there with thick enamel. These teeth enable voles to eat tougher and harder food than the mice.

But undoubtedly the most interesting and diverse visitors to this garden sanctuary were the birds. Of the commoner species, Robins, Hedge Sparrows and Starlings abounded. Martin Wood was especially fond of his Robins and always carried a pill-box in which he kept pellets of bread and little pieces of suet. With these, by infinite patience, he trained the Robins to come and take the food from his hand. Or, he hollowed the ends of small hazel sticks and filled these with soft food, and the Robins and Hedge Sparrows would hover over them, or cling precariously, while pecking at the food.

The Starling shown perched on a rock is an adult male in early spring plumage. The buff-and-white tips to the feathers of the upper back and lower breast are very prominent in winter, but gradually wear off as spring approaches until the full summer plumage is gained. Another bird with a plumage that varies between winter and summer is the Common Gull, seen in the photograph standing on a post in deep snow. Its head is streaked with dark grey marks during winter, but in spring these grey marks disappear to reveal the pure white of the head. Although named "Common," this gull is much rarer than the Black-headed Gull, which it resembles in size.

The Jay, so shy in country woodlands where the gamekeeper's hand is always against it, will become bold and confiding when not persecuted. It still, however, retains the love of eggs and young birds or mammals that gives it a bad name. The bait of young mice and an egg have brought this garden Jay down to within the range of the camera.

After the birds had been fed for a few years, their numbers and variety increased so much that competition for the food became keen, and frequent squabbles arose. Thus a Blackbird, taking food from the top of a post, might find itself suddenly confronted from below by a Great Spotted Woodpecker, clinging in a vertical position to the bark. The Woodpecker clings, as usual, with two toes facing forwards and two backwards, and supporting itself on its stiff tail feathers.

Dr. M. S. Wood's photographs are now in the library of Mr. Eric Hosking, himself a distinguished photographer of birds and animals.

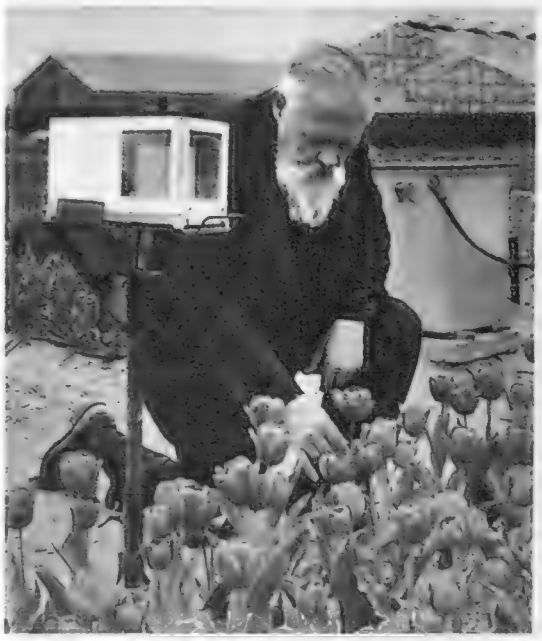
A CLINIC FOR FLOWERS

The "Keukenhof," a Unique Institute in the Netherlands for the Treatment of Bulbs and Flowers

The growing of bulbs for export is an important part of the trade of the Netherlands, and all over the world the beauty of gardens is enhanced by the resultant blooming of the flowers. In recent weeks an incalculable number of gardeners must have examined with care the catalogues of Dutch bulb firms in making plans for spring and early summer displays.

Dutch bulb-growing has now become a science, and the centre of its scientific activity is to be found in an institute called the "Keukenhof" near the North Sea coast, between Haarlem and Leyden, in the middle of one of the finest of the Netherlands "flower gardens."

The buildings have the look of a clinic about them and in this they proclaim their function, for they can best be described as a centre for treatment and research. The institute has an international reputation and is probably unique of its kind.



SCIENTIFIC BULB-GROWING: Professor van Slogteren is the Director of the "flower and bulb" hospital between Haarlem and Leyden in the Netherlands. He is examining tulips in one of the flower-beds which are heated by electrical installations.

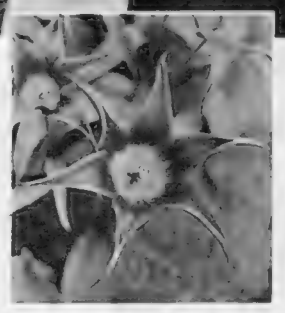
AN EXPERIMENTAL GLASS-HOUSE: Tulips are blooming under controlled conditions in a glass-house. Dr. van Slogteren started his institute for bulbs and flowers forty years ago.

Heading the enthusiastic staff of botanists is Professor E. van Slogteren. It is forty years since he started his work in dramatic and difficult circumstances. In 1917 an epidemic spread widely among the daffodils in the bulb-gardens of the Netherlands. It seemed to consist of minute worms which burrowed into the bulbs and multiplied rapidly. Conventional remedies of the time were tried without avail and the growers faced a real threat of the extinction of their daffodils.

Desperate before the menace of the plague, they looked around for anyone who could give them hope. They found their answer in the person of a young botanist, Dr. van Slogteren. He was not particularly interested when at first approached because he was about to go out to the Dutch East Indies to take up a post there. However, he was eventually prevailed upon to remain in the Netherlands and attempt to stop the plague, although it was made clear to him that many of the growers regarded him as a last and very slender hope.

REGULATING THE TEMPERATURE: A botanist adjusts the control apparatus to produce a required temperature. Besides dealing with diseases of bulbs, the institute can treat them for export to any climate.

A GIANT MICROSCOPE: It is electronically controlled and can enlarge a subject up to 60,000 times. Early detection of bulb diseases may save growers from serious loss of trade.



On left—

A BULB IN BLOOM: Information obtained at every stage of growth benefits bulb-growers.

Dr. van Slogteren embarked on a detailed investigation of the whole process of growth in daffodils. Before long he came to the conclusion that the infected bulbs required a very simple remedy: their placing for a few hours in a hot temperature of between 43 and 44 deg. C. Botanists were sceptical, but the enthusiastic young doctor went ahead and within a short time had proved his theory. The worms disappeared from the daffodils and an important side of the Dutch export trade was saved.

Forty years later Professor van Slogteren is a specialist of world-wide repute. His Institute founded on daffodils can now deal with any bulb and a wide range of flowers. For instance, as a result of his work hyacinths are no longer subject to a form of jaundice and tulips have no need to fear the diseases to which they were previously prone.

Virus of many kinds in bulbs is a subject which has been a matter for long research, and victory has been achieved among numerous species. As the Professor puts it, in humans and other forms of life, "virus decides more wars than any weapons." His pioneer research into the virus infections of bulbs and plants has probably saved vast sums of money for the horticulturists of the Netherlands and in other countries.

The Institute's work is concerned with more than the cure of botanic diseases, and research into their causes. It also deals in an important branch of "preventive medicine" for bulbs. It has been with the help of the Professor that the Dutch bulb-grower has been able to extend his market.

A bulb is a living organism; it is always undergoing a process of metabolism. It takes only a few days for a bulb to travel from the Netherlands to Britain. But a journey to South Africa or South America can take weeks. Anyone who has ever stored a bulb, or even an onion, will appreciate that unless something is done to control its growth during a long journey it would arrive at its destination in far too advanced a stage for planting.

Dr. van Slogteren has overcome this problem by employing processes for either accelerating or slowing down the growth in a bulb while it is in transit. This means that it can arrive in any climate in the right condition for immediate planting and growth. The glory of a Dutch spring can be reproduced in almost any part of the world.

A final but by no means less important function of the Institute is to create new types of bulbs. This has been successful in many fields. A notable example is the "Philemon" tulip, one of the latest creations. It is unlike any other member of its family but does not fall behind in the tradition of springlike charm and beauty.

A NEW SPECIES OF TULIP: Named "Philemon," it is yellow in colour and unlike other species of tulips. The production of new types of bulb and flower is another side of the work of Dr. van Slogteren's institute.

BUILT IN AN HOUR: It takes one hour's work by three men to erect this 400-lb. balloon building which has been developed in America. It is 80 ft. long, 40 ft. wide and 20 ft. high. It contains 42,000 cub. ft. of storage space.

THE USES OF BALLOONS

A Portable Balloon House; and a Test Balloon for Nuclear Detonations

On left—

This new portable balloon building which has been developed by the United States Rubber Company may cause a revolution in temporary housing methods. It is supported by air forced into the structure of plasticised nylon fabric and was originally developed for radar outposts in the Arctic. The new building, called the "Airhouse," is said to cost one-third less than metal prefabricated structures and can be obtained in different sizes weighing from 50 up to 400 lb. It is erected and kept in shape by low pressure from a blower which is used to support and ventilate the structure simultaneously. No interior supports or framework are necessary. According to the manufacturer it will stand up under heavy snows or high winds. It is anchored to the ground by a tube containing either sand or water, running round the bottom edge of the building.

Below—

A TEST BALLOON FOR ATOMIC DETONATIONS: A large balloon is moored at a testing-ground near Las Vegas, Nevada, before experiments are made to determine its use as an anchored platform to detonate nuclear devices. The tube extension (right) is used to inflate the balloon with helium. The test balloon, if successful, will be used to replace the expensive steel towers used hitherto.

INFLATING THE BALLOON HOUSE: *Top picture*—The three men needed to erect the "Airhouse" stand before the package of a 400-lb. structure. Its cost is about £1,150. *Bottom picture*—Preparing it for inflation.

THE EAST WING OF HOLLAND HOUSE: This wing of the old House in Holland Park (which lies between Kensington High Street and Holland Park Road, in West London) is to be restored and incorporated in a design for a King George VI Memorial hostel. In December 1955 the plans for the work were announced jointly by the London County Council, the Youth Hostels Association and the King George VI Memorial Foundation at a Press conference in County Hall. The task of clearing the site has now begun and the east wing of Holland House is expected to be restored by summer 1959.

THE FUTURE OF HOLLAND HOUSE

At a simple ceremony held recently in Holland Park, Mrs. Helen Bentwich, the Chairman of the London County Council, cut a turf near Holland House to mark the beginning of the building of the King George VI Memorial Hostel. The plans for this hostel have been drawn up by Sir Hugh Casson and incorporate the entire east wing of the old house and certain other parts of it which it has been found possible to restore. The new buildings of the hostel will be grouped round a courtyard on the eastern side of the remains of Holland House and will be set among trees. It is expected that the new buildings will be ready for use in the spring of 1958 and the restored east wing of Holland House in the summer of 1959.

The land for the hostel has been leased by the Youth Hostels Association from the London County Council, both of whom have collaborated, in conjunction with the King George VI Memorial Foundation, to bring the project into being. As the plans stand at the present moment, the only part of the scheme that rises above single-storey height will be masked by trees, and the whole composition of buildings and landscape has been carefully thought out in relation to the Jacobean wing and the surrounding park.

In addition to the east wing, certain other parts of Holland House are to be restored. The most important of these is the façade of the south front, the lower level of which, including the side arcades and the centrepiece, is to be rebuilt. It will, however, be a façade in the strict sense of the word, since there will be nothing but a single room behind the main entrance hall. This will serve as a robing-room for theatrical presentations in the forecourt. The ballroom, which at the moment serves as a tea-room in the park, is also to be restored, together with the West Tower in which it lies. Next summer the orangery, another restored part of the old house, will be the centre of a sculpture exhibition.

BEHIND THE SOUTH FRONT: This new building has been erected behind the lower-level centrepiece and the arcades of the south front which are also to be preserved and restored. The archway leads to the main entrance of the south façade.

THE SOUTH FRONT AS IT LOOKS TO-DAY: Scaffolding On the left is one of the arcades which are be restored to serve as a background for

In order not to destroy the charm of the rebuilt parts of Holland House or to ruin any of the amenities of the park and surrounding area, there will be no access for vehicles either from Holland Walk or from Duchess of Bedford's Walk, and motor traffic will be restricted to the gateway at Ilchester Place. Although the scheme has met with some criticism, including strong objections from Kensington Borough Council, the Royal Fine Art Commission has expressed the opinion that a difficult architectural problem has been well handled.

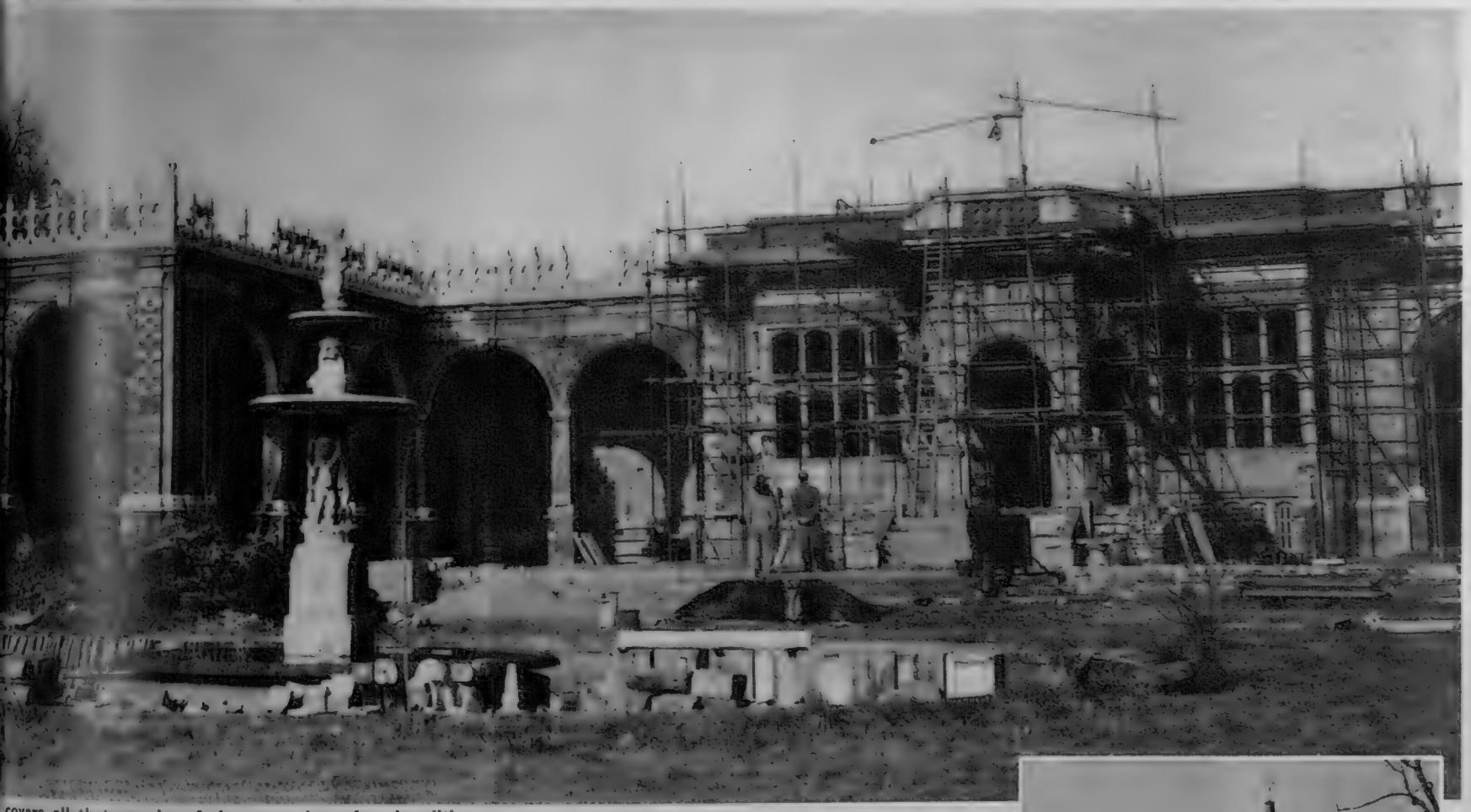
One of the criticisms which have been raised against the scheme is that the new buildings would necessitate the felling of a large number of trees. In fact, the number of trees which had actually to be removed to make way for construction was as low as eighteen. Of these six were diseased sycamores, so that the real figure was twelve trees. One or two of these were little more than saplings. Against this very limited clearing operation the London County Council can point to a total of 570 new trees which have been planted since the Council took over Holland Park. It is also worth noting that the design for the new hostel was drawn up with the existence of a large number of trees as an integral part of the plan.

The problems facing Sir Hugh Casson and his associate architect, Mr. Neville Conder, were overcome by basing the design on certain fixed principles. In the first place they decided to treat the new buildings in the manner traditional to an Oxford or Cambridge college. In other words, they should be built round a courtyard with no physical contact between new and old. In this way the old east wing of Holland House would remain untouched and it would be possible to view it properly from a number of different angles. In addition, it would also permit a graceful transition from new to old.

Another principle which has guided the architects in their design has been the relationship they have imposed on both the old east wing and the new buildings as regards the formally defined courtyard. This not only serves as the transitional bridge between old and new but also relates one part to the other. Throughout their work Sir Hugh Casson and Mr. Neville Conder have been at pains to eliminate, as much as possible, all fences or railings and to replace them with less obtrusive forms of enclosure or demarcation, such as a pool, changes of level and the actual external walls of the buildings themselves.

The spacious days of Holland House are memories to-day, but the restoration of the finest parts of the old

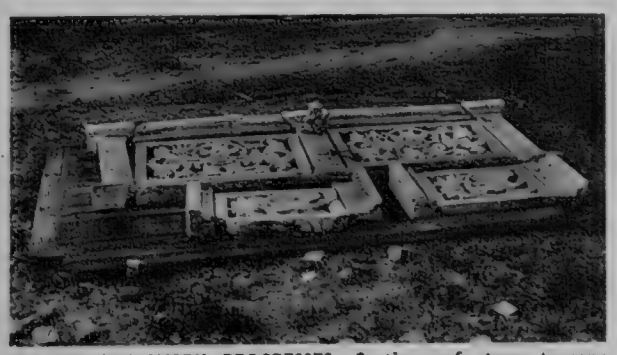
THE CONSERVATORIES ON THE WEST OF THE HOUSE: Workmen restore the walls of the conservatories near the west wing walk to the old ballroom. Substantial alterations to the original fabric of Holland House were started in 1847 and by 1850 the conservatories and the Garden Ballroom (converted from the granary of the old stables) were in full use.



covers all that remains of the centrepiece after demolition. also to be preserved. Only the façade of this front will theatrical pageants and masques presented in the forecourt.

house out of the ruins of a wartime bombing will be more than a reminder of them. When the east wing is rebuilt in its Jacobean splendour, it will be possible to see something of the glories of the last country house in London where the Whigs forgathered and wits and poets of the day enjoyed an endless flow of hospitality. The names in the dinner books kept by the Holland family are sufficient reminders of the men who visited Holland House at the height of its splendour. Among them were Washington Irving, Thomas Moore, Samuel Rogers, Talleyrand, the Duc d'Orléans, Wordsworth, Macaulay, William IV and Prince Albert, Queen Victoria's Consort.

Those days are gone, but Holland House has a new future. It will no longer be a country house in London but it will help serve a new purpose. Perhaps more important still the fine wooded parklands and lawns will remain as one of London's few oases of open country, providing an ever-welcome retreat from the dust and confinement of the city and its fevered haste.



RESTORATION WORK PROGRESSES: Sections of stone tracery lie carefully arranged on the ground awaiting restoration. The fragments will be rebuilt into the restored building. *On right*—The west wing tower (covered with scaffolding) and the old ballroom with its terraces are to be completely restored. In the foreground is one of the ornamental gardens in the park. Since taking over Holland Park, the London County Council have planted a total of 570 new trees on the estate as part of a programme of maintaining the wooded nature of the park and its surroundings.

A CATTLE SHOW IN PERTH

The Aberdeen-Angus Championships in Scotland

IN THE SHOW RING AT PERTH: Aberdeen-Angus bulls are led round the ring during the judging at the Championship Show at Perth. The Over-all Male Championship was awarded to a first-crop bull calf, Presto of Bregach, from a small farm in Glenrinnes, Dufftown, in the uplands of Banffshire. The crowd at the Show was not only the largest ever to have attended, but also one of the most cosmopolitan. Among the visitors were many from Canada, America, the Argentine, New Zealand, South Africa, Uruguay, and Germany. During the Championships some 900 animals were stalled in Perth. Their value, depending on how the trade went, was between £300,000 and £400,000.

On right—

GOING THROUGH "THE GOLDEN ARCH": A bull is led through the archway to the Auction Mart at the Perth Show. A total of 345 bulls from the show realised a sum of £206,724 when they came up for auction afterwards.

A SCHOOL IS DAMAGED IN A GALE: The roof of the Kinneil Primary School, in Bo'ness, West Lothian, lies on the ground after being torn away in a 98-m.p.h. gale. Fierce winds struck many other parts of Scotland at the same time.

STORMS IN SCOTLAND

Fierce Gales Cause Damage on Land and Sea

DESTRUCTION AT THE KINNEIL PRIMARY SCHOOL: A tangled heap of rubble litters a classroom in the school at Bo'ness. Fifty yards of roof were ripped off and hurled some 80 yards away during the 98-m.p.h. gale which struck the town. The wood and asphalt roof was completely shattered after the copper lining on its underside was caught by the wind and rolled up like a piece of tinfoil. Part of the copper fell into the school playground and part was thrown clear of the building on to the adjacent road, blocking it to traffic. The main structure of the school building was very seriously damaged.

MORE DAMAGE IN THE SCOTTISH GALES: The fierce gales which swept Scotland recently blew down 25 yards of the wall of the Hibernian football ground, Edinburgh.

THE SUPREME CHAMPION: Mr. William Robertson, of Bregach, Glenrinnes, Banffshire, leads his champion bull, Presto of Bregach, round the show ring. The bull won the Supreme Championship and was sold for 12,000 guineas to a well-known buyer, Mr. James Schofield, who was bidding for Mr. Harold Samuel, the financier.

A TRAWLER RUNS AGROUND IN A GALE: The battered trawler *Robert Limbrick*, of Milford Haven, lies keeled over near rocks off the island of Mull, in Western Scotland, after going aground in the teeth of a fierce gale. All twelve members of the trawler's crew are believed to have perished.

LOOKING DOWN ON THE SITE OF THE £6,000,000 PROJECT WHICH WILL EVENTUALLY PROVIDE LONDON WITH A NEW AIRPORT: Work is in progress at Gatwick, which is being developed to serve as the main diversion centre for international flights unable to land at London Airport because of bad weather, and to take over many of the air services to the Channel Islands and various continental cities. In this picture the line of the 7,000-ft.-long main runway can be seen running diagonally downwards from left to right. The transformation of the old Gatwick Airport into one double its size has involved much preparatory work in connection with drainage, road-traffic diversion and clearing operations. Forty houses have been demolished to make way for the giant runway and a stretch of the A 23 London-Brighton road is being diverted at Lowfield Heath, where a new dual-carriageway is nearing completion. When it is re-routed, the main road will run along the airport boundary parallel to the railway, and a fly-over will link it with the new terminal building which is being built near Gatwick racecourse station. The runway at Gatwick will be capable of taking the largest air-liners. It is hoped that the airport will be operational by the summer of next year. The contractor for the terminal building is Turriff Construction Corporation Ltd., and the contractor for the runway and ancillary works is Sir Alfred McAlpine and Son Ltd.

REBUILDING AT GATWICK

London's New Airport is Taking Shape

ON THE EASTERN BOUNDARY OF THE AIRPORT: The new London-Brighton road runs close to the railway on the extreme right. In the foreground is one of the waterways flowing across the airport, which has been diverted through a culvert. Beyond the trees work is in progress on the new air terminal.

ROAD TRAFFIC IS BEING DIVERTED: The runway which is now in process of being laid comes to a temporary halt at the old London-Brighton main road which runs through the centre of the new airport. The road is being diverted.

A MAJOR REFIT IS ALSO PLANNED FOR THE RAILWAY: Gatwick racecourse station is to be completely rebuilt to serve passengers using the new airport. There will be a fast train service between the airport and Victoria Station, in London.

The Srhere of Travel

HOLIDAYS IN EUROPE—II.

This, the Second of Two Articles, Offers Suggestions for Holidays in France, Spain, Portugal, Italy and Yugoslavia

By GORDON COOPER

WITHOUT a doubt this coming summer will see a record number of Britons taking their holidays abroad—subject, of course, to no worsening in the international situation. This number may well-exceed 2,000,000. There will also be a record number of G.B. cars crossing the Channel and the North Sea, for in no Continental country is there any petrol rationing, except in France, and there the visitor's allowance is ample for normal touring.

You are now allowed to take up to £100 worth of foreign currency out of Britain in the form of notes. In the case of France and Spain, this means a substantial bonus over the amount you would get by cashing traveller's cheques within these countries. The approximate comparisons are: France, 1,100 francs against 970; Spain, 134 pesetas against 108. Your bank can advise you on this matter and supply the required currency. Obviously, if you bring any notes back, you will only be able to sell them at a similar rate of exchange.

In this second of two articles dealing generally with holidays in Europe, I offer some more suggestions on where to go. They cover a wide range of appeal.

FRANCE.—Most persons on their way to the Côte d'Azur pass through Provence, but comparatively few consider spending a few days there. This is a pity, although I know that this part of France, except for its coastal region east of Marseilles, is an acquired taste. Yet it is a taste which offers much in quiet satisfaction. There is a fine landscape in which olive trees are a common feature; there is a great variety of plant-life; there are many remarkable ancient monuments, churches, abbeys, castles and walled towns; and there is the cordial good humour of the inhabitants.

Arles is perhaps the most typical of all Provençal towns, and it is also a good centre from which to make some interesting excursions. Here, too, you are in the Van Gogh country, while schoolboy memories of Daudet come back vividly to mind. You can still see the windmill called after the famous author, near which he lived for a time while writing *Lettres de mon Moulin*, and in Tarascon I always feel I might meet the immortal Tartarin.

The almost unspoilt ancient city of Arles has narrow, winding streets, a famous Roman theatre and amphitheatre, and a medieval cathedral. The Alyscamps, a remarkable necropolis with its avenue of fine poplars, is best seen at dusk. It was here the pagan Gallo-Romans built rich sepulchres, while later in the fourth century, when the Christians took over, it became the most celebrated cemetery in Europe. In fact, so great was the honour of having one's remains interred in this spot, that only princes and most distinguished persons were allowed the honour. Still standing are many ancient sarcophagi and the ruins of various chapels.

To the north and north-east of Arles are the beautiful Abbey of Montmajour; Les Baux, a "dead" town and the most curious place of its kind in France; the desolate and grim mountain chain of the Alpilles; Glanum, with its Roman excavations, including a triumphal arch and a superb cenotaph; St. Rémy; and Tarascon, where the well-preserved castle of King Réné recalls the era when this cultured monarch gathered round him a court that was celebrated for its learning.

SHORT-DISTANCE FEEDER LINES IN SWITZERLAND

Swissair has chartered a Twin Pioneer aircraft from the manufacturers, Scottish Aviation Ltd., of Prestwick, and is now operating regular services with it from Zürich to Davos, St. Moritz, La Chaux-de-Fonds and Geneva. These services are timed to connect with Swissair's international flights, including those from the United Kingdom. Travelling time from Zürich to St. Moritz will be two hours, compared with about five by train. The main features of the Twin Pioneer are its short take-off and landing characteristics, aided by its low minimum speed of under 50 m.p.h. Up to sixteen passengers can be carried, and with a full load it is still able to take off within 110 yards.

ALICANTE, ON SPAIN'S MEDITERRANEAN COAST: This busy commercial town, which is the capital of a Spanish province, lies on a small bay of the Mediterranean opening towards the south. Crowning the hill in the background is the Castillo de Santa Barbara, which looms over the clusters of tightly-packed houses.

West of Arles is St. Gilles-du-Gard, where the main façade of the church is a work of outstanding beauty. Then, to the south-west, is the Camargue, once the granary of the imperial armies, but to-day a scene of desolation given over to herds of horses, cattle and sheep, whose picturesquely-clad herdsmen are known as "gardians." Here, too, are important bird sanctuaries, with wild duck, flamingoes, egrets and ibises. On its edge, by the sea, is the small resort of Les-Stes-Maries-de-la-Mer, with a remarkable fortress church, the centre for the curious annual gypsy pilgrimage.

SPAIN.—A new piece of Mediterranean coast is now being opened up by the Spanish State Tourist Department. It lies between Valencia and Alicante, and it has been given the name of "Costa Blanca." In the past the small resorts there, all with magnificent beaches, have been little known to the British holidaymaker, mainly because of difficulty of access. This summer, however, B.E.A. are running a weekly service direct between London and Valencia, the flight, using Vickers Viscount airliners, taking three-and-a-half hours. Iberia, the Spanish airline, is also providing services, with halts at Barcelona or Madrid—useful for those who would like to break their journeys *en route*.

Valencia itself is a modern and rather noisy city, but Alicante, at the southern end of the Costa Blanca, is quite pleasant, while it has one of the driest climates in Spain. In the summer it is very hot, but this applies also to all the neighbouring coast. In between these two places are Calpe, Altea, Benidorm and Playa de San Juan. In the past the hotel accommodation in these resorts was generally of a simple nature, but several new hotels have recently been built, with more to come. The Gasthof Altea, at Altea, and the Avenida, at Benidorm, are in the top first-class category.

Rose Macaulay, in *Fabled Shore*, wrote enthusiastically about this part of the Iberian seaboard, with its picturesque fishing ports. I, too, liked it very much and have always hoped, rather selfishly perhaps, that it would not be "discovered." I am returning there next month to form fresh opinions about its tourist possibilities.

Should you happen to be staying there in mid-August, then you might like to visit Elche, 13 miles inland from Alicante, where a thirteenth-century musical mystery play is performed in the church. All the parts are played by men, and some of the ceremonies connected with the show a clear pagan origin. I would mention, however, that in Elche, a town of palms and utterly African in atmosphere.

ARLES—THE ROMAN ARENA AND THE RIVER RHÔNE: The arena is one of the landmarks of this ancient Provençal flourished as a naval and commercial port, especially after the sack of Marseilles by Cæsar's legions in 49 B.C. Rhône, is still apparent in its winding streets and old houses. Besides the arena there is a medieval cathedral,

FORT BARD, IN PIEDMONT: This eleventh-century castle on the River Lys, between Turin and Aosta, has a long and illustrious history. It was taken by Count Amadeus of Savoy in 1242 after a long and fierce siege. In May 1800, just before the battle of Marengo, it was gallantly defended by 400 Austrian soldiers, who held the armies of Revolutionary France in check for a week. To-day the railway from Turin passes through a tunnel underneath.

city in the South of France. Under the Romans, Arles To-day the charm of the city, threaded by the broad one of the finest Romanesque churches in Provence.

the temperature (shade) at this time can rise well over 110 degrees.

PORTUGAL.—East of Lisbon is the Alemtejo, a province of vast estates, sparsely populated, and having much of its area covered with cork and pine forests. Scenically, it is not particularly attractive, except on its eastern side, yet it contains some towns well worth visiting, especially Evora. It can be reached in a day's excursion from the capital, but I suggest that three or four days could profitably be spent in this corner of Portugal, where admirers of George Borrow will find themselves on familiar ground. Apart from Evora, Estremoz, Borba, Vila Viçosa and Elvas all repay inspection.

Evora was in Roman days the capital of the province of Lusitania, and it still retains some remarkable Roman remains, including the Temple of Diana, eleven of whose beautiful Corinthian columns remain intact. Close by is the thirteenth-century cathedral with many art treasures, and there are other medieval churches in the town. But it is the general attractiveness of the town itself which is most striking. Its houses are mostly of a dazzling whiteness, with red-tiled roofs; the narrow streets are paved with cobblestones; several have cool arcades. At almost every point the eye rests on some ancient and beautiful building, on picturesque loggias, domes, Moorish arches, wrought-iron balconies. Evora is one of the chief of Portugal's "museum cities," and after visiting it on two occasions I regard it as one of the gems of Europe. Especially notable is the cleanliness of the streets.

At Vila Viçosa, the Royal palace has a particularly fascinating interior, and this favourite home of Portugal's last king, Manuel II, has retained the atmosphere of a well-cared-for Edwardian home, and has not the bleak feeling usually so depressingly evident in a Royal residence turned museum. Elvas, too, has much of interest to show, while it also offers the comforts of the state-run Pousada de Santa Luzia.

ITALY.—Easily reached from Britain, but almost unknown to present-day tourists, is the province of Piedmont. Along its western frontier with France there are some lovely spots. While Bardonecchia, Claviere and Sestrières are the only resorts of importance, there are in the various Alpine valleys some villages where a delightful holiday could be spent. Limone, for instance, which is linked to Ventimiglia by daily bus service, is beautifully situated amidst the surrounding mountains. The Varaita Valley is also lovely, as are the valleys of the Ala and the Locana. In the former, the little village of Balme is delectable, with champagne-like air. I like, too, the Waldensian (Vaudoises) valleys, the home of those Protestant sects who inspired one of Milton's most famous sonnets. These people still continue in their simple faith, and at Bobbio Pelice there still stands Cromwell's Wall, a dam built with money sent to them by the Protector. Nearby Torre Pellice, however, is perhaps the best place in which to lodge.

Farther north in this province is the Biella region, a hilly and well-wooded land, well-watered, temperate in climate, and with clean, prosperous villages and towns. The town of Biella is a good base for interesting excursions. For anyone with a car, a fortnight's holiday in Piedmont could be most satisfying.

YUGOSLAVIA.—One of the best-known places in Slovenia is Bled. Its beauty lies in its mountain lake with an islet, crowned by a white-towered church, in the centre. A fourteenth-century castle overlooks the lake, which is encircled by dark forests of pine and spruce, with the peaks of the Karavanken and Julian Alps, snow-capped until early summer, forming an impressive background.

There are many delightful walks around Bled, including those along marked paths, while more distant excursions are available. Also to be recommended is Bohinj, a few miles from Bled, a quieter and an even more beautiful spot. In both resorts there are good hotels.

USEFUL ADDRESSES

French Government Tourist Office, 178, *Piccadilly*, *W.*1.
Italian State Tourist Department, 201, *Regent Street*, *W.*1.
Portuguese Tourist Office, 20, *Lower Regent Street*, *S.W.*1.
Spanish Tourist Office, 67, *Jermyn Street*, *S.W.*1.
Yugoslav Tourist Office, 143, *Regent Street*, *W.*1.
Les Fédérations des Hôtels de Savoie, *Flat* 3, 8, *Thayer Street*, *W.*1.
Air Charter Ltd., 15, *Great Cumberland Place*, *W.*1.
Air France, 52, *Haymarket*, *S.W.*1.
British European Airways, *Dorland House*, *Regent Street*, *S.W.*1.
Iberia Spanish Airlines, 4, *Conduit Street*, *W.*1.
T.A.P. Portuguese Airways, 19, *Regent Street*, *S.W.*1.
Horizon Holidays Ltd., 146, *Fleet Street*, *E.C.*4.
Lammin Tours Ltd., 67, *Blenheim Terrace*, *N.W.*8.
Sir Henry Lunn Ltd., 36, *Edgware Road*, *W.*2.
International Services Ltd., 7, *Haymarket*, *S.W.*1.
Frames Tours Ltd., 25-31, *Tavistock Place*, *W.C.*1.

The World of Books—By VERNON FANE

CURE FOR INSOMNIA

An Anthology for the Sleepless; Unorthodox Warfare; Opinions and Lives of Various Artists; A New Book by C. S. Forester

JOHN AND DIANA ST. JOHN have between them produced what they call an entertainment for the sleepless. It should bring joy, and possibly even repose, to the most wide-eyed insomniac. THE SMALL HOURS (Heinemann. 16s.) is an anthology, a guide, a recipe book, and a piece of very good and erudite fun, containing passages from writers and poets as different as Aldous Huxley and Ovid, and including, I was happy to see, Dr. Johnson's splendid pronouncement: "Whoever thinks of going to bed before twelve o'clock is a scoundrel." On the other hand, I could not find Miss Beatrix Potter's equally authoritative reminder: "It is said that the eating of too much lettuce is soporific." A forgivable but grave omission which might, perhaps, be rectified in a later edition of this admirable volume. It is interesting to note, by the way, that both Mr. and Mrs. St. John sleep very well themselves—surely the best of recommendations for their work.

The exploits of the Long Range Desert Group make some of the most inspiring, the most exciting and sometimes the most unorthodox reading of all the stories of the last war. Colonel David Lloyd Owen, who was the leader of one of their patrols in the North African campaign, has written of his own experiences in THE DESERT MY DWELLING PLACE (Cassell. 18s.) Although he explains in his introduction that the book is intended for his sons, I think that the little boys will be only three among thousands who want to read about these extraordinary, and often heroic, enterprises and about the ingenuity, as well as the courage, with which they were carried out.

OFFICIAL BRITISH NAVAL HISTORIAN: Captain S. W. Roskill, R.N., has just published the second volume of *The War at Sea, 1939-1945*, the British Official History of the Second World War. Sub-titled "The Period of Balance," it is published by the Stationery Office at 42s. It deals with the seventeen months from January 1942 to May 1943. Like its predecessor, it contains much hitherto unpublished history of Britain's wartime Navy.

A great writer, a playwright, a literary critic and an artist are the subjects of the next books, and I will begin with the autobiography of the youngest, but by no means the least significant of them. Mr. Stefan Knapp is still in his thirties, and his story has been tragically different from the conventional one of the young painter. He was in his teens and at school in his native Poland when the Russians deported him to a labour camp. He managed to escape from there by joining the Polish Army, and later was able to reach England, where he eventually served in the R.A.F. as a fighter-pilot. After the war he settled in England and began to paint with increasing success and recognition, but this book is principally the record of the years that led up to that. The writer's intention has been not only to speak of himself, but of the thousands and thousands of others who are "oppressed by the mean and merciless." While he was in one of his first prisons in Russia, Stefan Knapp had a vivid visual impression which was to remain with him. "Through the cross-bars of the narrow cell window the sun appeared to be square. It was a different sun, the sun of captivity. . . ." THE SQUARE SUN (Museum Press. 18s.) makes its own considerable impact, and not the least cause of this is the deliberate, almost horrifying lack of emotion in its descriptions of brutality.

TWO WORLDS (Macmillan. 15s.) is the title of some autobiographical chapters by Mr. David Daiches. The author is now Lecturer in English at Cambridge University, but, at the time of which he writes, he was a little boy in Edinburgh, the son of a Rabbi and a member of a close-knit and highly orthodox family. As one would expect, Mr. Daiches writes with the simplicity of good taste and his story has the natural elegance of the stylist. Beneath this polish and the felicitous choice of words is a moving and extremely dignified picture of an elderly man who can adapt himself to the relationship between the Jewish religion and the friendly day-to-day dealings with Scots, but finds a less manageable gulf between his own generation and the next. For this is a portrait of the father far more than of the boy, and I found it a memorable one.

Mr. Sean O'Casey's book, THE GREEN CROW (W. H. Allen. 21s.), contains articles, short stories and opinions; above all, opinions. For there is a great deal of Mr. O'Casey in every play he has written, and even more of his personality in these briefer examples of his literary way. Whether he praises or blames, enthuses or attacks, nobody could suppose that anyone else had written the words, for, whatever else they are, they are die-stamped O'Casey.

DOSTOEVSKY: HIS LIFE AND ART (Arco. 30s.) is a new edition of the impressive study by Avrahm Yarmolinsky, which was first published twenty-three years ago and is here revised and expanded by the author in the light of fresh knowledge. Tolstoy said of Dostoevsky that he was all conflict, caught "in a struggle between good and evil," and that dictum is well illustrated in this biography, which shows so many facets, some of them fine, some repellent, of the man's character.

Now for two books by women. Both are autobiographical, but there all resemblance ceases. KATHY (Peter Davies. 15s.) is Mrs. Katharine Homer Fryer's story about her daughter's fight to regain health when she was seriously ill with an undiagnosed thyroid deficiency. Even her family feared that her trouble was really mental.

Miss Rowena Farre has written about a childhood life, from ten to seventeen, in a small Scottish croft, and about the animals who became the familiars of the place. SEAL MORNING (Hutchinson. 15s.), although it describes the activities of dogs, squirrels, ptarmigans and domesticated rats, concentrates chiefly on a charming lady-seal called Lora.

Hans Kopp at present runs a motor business in Canada, but this fairly placid occupation has not been his for all his forty-seven years. He must be one of the few Europeans who has crossed the Himalaya no fewer than six times. HIMALAYA SHUTTLECOCK (Hutchinson. 18s) is the tale of his wartime and other experiences, and has been translated from the German by H. C. Stevens. To give the reader some idea of the kind of book—and the kind of author—I should point out that Hans Kopp was at one time a travelling companion of Heinrich Harrer, of *Seven Years in Tibet* fame.

THE THREE GERMANIES (Robert Hale. 18s.) is Mr. Bernard Newman's new book about present-day Germany, and is indeed a result of recent visits to that country, which he knows so well. The divisions, as he sees them, are not only East and West Germany with their different ideologies, but the Oder-Neisse provinces and East Prussia, now held by Russia and Poland. Here, as Mr. Newman sees it, is the political focus for fresh trouble, and in his lively, informative book he gives the background of opinion, feeling and practical economics in Germany as it exists under Communism or Democracy.

Mr. C. S. Forester takes us far back into the past in his new book about the sea, THE NAVAL WAR OF 1812 (Michael Joseph. 21s.). It is a scholarly record of the actions of the Royal Navy in a war that gets very little attention on this side of the Atlantic. This was the war between England and America, and it is not too hazardous to suppose that it is explained in greater detail in American than in English history books. Mr. Forester writes a little more solemnly than usual, possibly feeling the responsibility of his task. One misses Hornblower, who would have given such a good account of himself on Lake Champlain and elsewhere. But it is a chapter of history that should be read, and it is unlikely ever to be exposed with more clarity than in this volume.

The head of Cleopatra chosen to decorate Mr. Carlo Maria Franzero's biography does seem to illustrate that line about her nose, and the difference of an inch in its length being enough to change the course of history. I recommend THE LIFE AND TIMES OF CLEOPATRA (Alvin Redman. 25s.) as bright, evocative and extremely readable.

Belief in witchcraft was part of the general pattern of human thought for many centuries. It is still a living force in some of the world's more backward communities and it would not be safe to assume that it has disappeared from all lands that claim to be civilised. Instances of spell-casting, and of money readily paid for charms and divinations are noted from time to time in country villages and industrial towns, both in Europe and America. However, witchcraft has long since ceased to be the matter of serious public concern that once it was, and most people find it hard to realise how strong was the influence it formerly exercised. In A MIRROR OF WITCHCRAFT (Chatto and Windus. 21s.) Christina Hole shows by means of extracts from contemporary writings and reports of trials what was thought and felt both by the educated and the illiterate during the heyday of the witch creed. The author is concerned mainly with witchcraft in Britain in the sixteenth and seventeenth centuries. She also traces its relationship with the Church in medieval times, showing how, by the beginning of the fourteenth century, the arguments of scholars and the findings of the Inquisition had produced the theory that sorcery necessarily involved a personal pact with Satan and was, therefore, heresy of the blackest kind. Christina Hole has written a valuable source book for social history and a wealth of research has gone into it.

From witchcraft to witchery. Celia Bertin has perhaps penetrated an even greater mystery than Christina Hole. She has set out on a voyage of discovery through the Paris salons to cut through the glamour and present the facts of *haute couture*. PARIS A LA MODE (Gollancz. 21s.) is the product of some most painstaking research. For months Mlle. Bertin went round the great fashion houses, interviewing the masters themselves, studying their procedure, investigating their financial

THE HEYDAY OF WITCHES

An Excursion into Social History

structures and going behind the scenes to see the work of the ancillary trades that are part of the closed world of *haute couture*. The result is an extraordinarily comprehensive picture of a unique profession. Mlle. Bertin's brief biographies of the great couturiers are fascinating. They reveal that perhaps in no other trade in the whole world is there such a divergence of tradition and method among the great practitioners, from Dior, the man of business efficiency and lightning calculation of style trends, to Balenciaga, the creator of extraordinary elegance in the almost religious atmosphere of his establishment in the Avenue George V.

One reads, not without wonder, of long treks on horseback through the Americas and car journeys from the North Cape to the Cape of Good Hope. A bicycle tour of the Indian sub-continent does not quite seem to fill the same romantic bill. Harold Elvin, who has cycled in twenty-one countries, disproves this feeling. In THE RIDE TO CHANDIGARH (Macmillan. 25s.) he has produced a fascinating story of places seldom seen or described by more orthodox travellers. Accompanied for part of the way by four Bombay students, he visited the painted caves of Ajanta and the sculptured caves of Ellora. In central India the cyclists separated and the author journeyed on alone through tiger-haunted jungle, through desert, village, and town. Apart from the great topographical interest of the book Mr. Elvin gives more than a glimpse of the new India in the making.

Brian Vesey-FitzGerald, whose work is so well known to SPHERE readers, presents the fruits of a lifetime's research in his delightfully written and produced book THE DOMESTIC DOG (Routledge and Kegan Paul. 30s.). This is not intended to be in any way a complete history—that would fill many volumes—but it is a most detailed survey from the first period of domestication until the present time, when the dog is big business. This may or may not be a tragedy for the dog but it certainly proclaims the unending folly of man.

It is questionable whether chess can really be taught by book. But there are certain opening gambits which must be known by every player. Their suitability has to be gauged in relation to an individual style—for instance, the Vienna Game for the player with flair and Rúy Lopez for the player of slower manœuvre. Leonard Barden, former British champion, sets out these gambits with great lucidity in A GUIDE TO CHESS OPENINGS (Routledge and Kegan Paul. 25s.). This is a must for every aspiring young player.

Margaret Crosland's THE HOME BOOK OF OPERA (Arco. 21s.) is a first-class introduction to great operas, nearly 100 in all. It is excellently well done, with synopses that are both succinct and readable.

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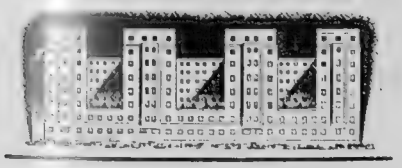

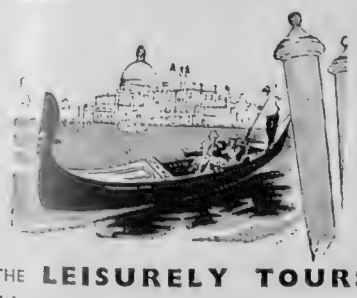

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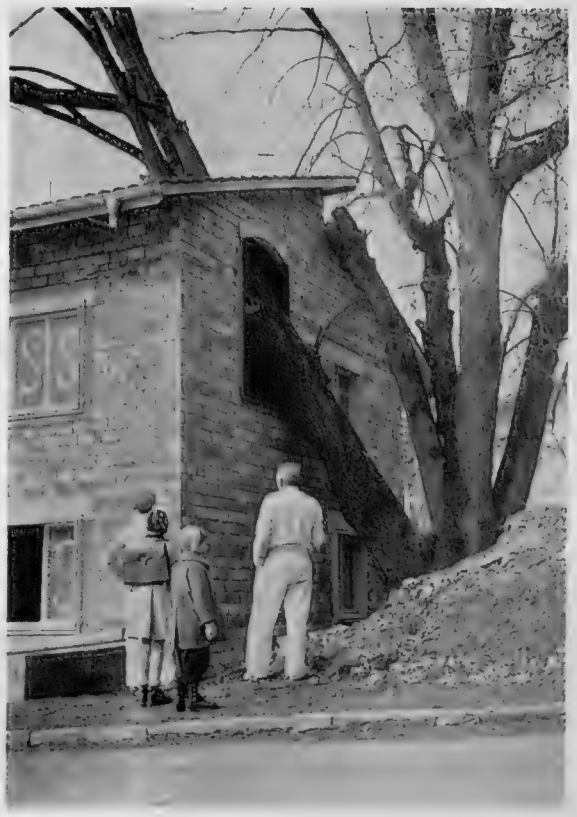
CONTINENTAL CONSTRUCTIONS

Unconventional Buildings in Berne, Stuttgart and Paris

A TREE AT HOME : This house on Sulgeneckstrasse, in Berne, Switzerland, has been built to accommodate a tall conifer—an all too rare example of man giving way to nature.



On left—

LIVING ROOM : An extra window and a hole in the roof enable this tree to become an integral part of a new house in Berne, Switzerland.

Below—

ARTISTIC RECREATION : Children seem to be enjoying a new addition to their school playground at Stuttgart, in Germany. Sculptor Erich Glauer purposely designed this work to satisfy the eye and as an object for playful exercise.

On right—

UNESCO'S NEW HEADQUARTERS UNDER CONSTRUCTION IN PARIS : It is situated in the Place de Fontenoy on land leased by the French Government at a nominal rent of about £1 per annum. A revolutionary use of concrete is a feature of the curved principal building which is illustrated. An international team of three is responsible for the new buildings' design ; Bernard Zehrfuss, who is French ; Pier Nervi, an Italian, and an American, Marcel Brieuer. They were aided by an advisory board which included the famous architects, le Corbusier and Walter Gropius. A British contribution to the new international headquarters will be a monument by Henry Moore in the main piazza. The estimated cost for the project was 6,000,000 dollars, contributed as an interest-free loan by the French Government, and repayable over a number of years.

TOWN RIOTS IN ITALY

Protest Demonstrations in Sulmona, Central Italy

THE MAYOR OF SULMONA APPEALS FOR CALM: Speaking from a balcony of the Town Hall, Signor Marazzana, the Mayor (clasped hands), addresses townspeople after rioting against the closing down of the local military district had broken out in the town.

The decision by the Italian Defence Ministry to close the Sulmona military district, in central Italy, and to amalgamate it with the L'Aquila garrison farther north was bitterly resented in the former town, where the army guaranteed employment for many of the townspeople. On the occasion of a recent visit to Sulmona by the district prefect from L'Aquila a general strike was called in the town and an attempt was made to prevent the prefect from going to the Town Hall after he had called on the Bishop. His police guard were able to beat a way through the crowds for him, but once he was inside the Town Hall he was kept there all day by demonstrators armed with sticks and stones.

Several battles were fought by the crowds of townspeople with the police and carabinieri who made many baton charges and used tear gas when the rioters refused to move. But it was only at 7.30 in the evening that troops in armoured cars were able to rescue the prefect and take him back to L'Aquila in an armed convoy past the barricades erected by the demonstrators to keep police and army reinforcements from entering the town. The next day the riots continued and attempts were made to set fire to some public buildings. In the course of the clashes several townspeople and police were injured. The authorities finally brought in specially trained riot police from Rome.

A few days after the rioting had been put down, the mayor and all the councillors of the little mountain town resigned in protest against the Government decision to close the local military district. This was followed by an official Government statement from Rome which announced that in future an infantry regiment will be stationed in Sulmona to ensure that there will be no loss of employment. The atmosphere in the town, however, remained tense for some time after the two days of riots and large bodies of troops and police had to be kept near at hand in case the demonstrations started again. In the many street battles and baton charges which took place some 150 persons were injured.

THE ITALIAN ARMY RESTORES ORDER: Italian troops in armoured carriers move into Sulmona to restore calm. Riot police had to be brought in from Rome.

CLEARING A STREET IN THE TOWN: Demonstrators run away down side streets as police and troops begin a baton charge at the far end of the street. Several battles were fought by the rioters with strong forces of police and carabinieri using tear gas.

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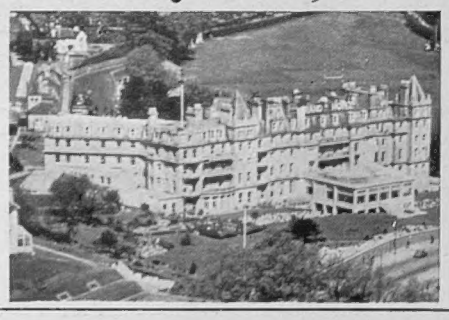

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A NUMBER OF PROSPECTIVE VISITORS to Britain have written me in respect of my last article in which I emphasised that whatever motoring restrictions we Britishers may have to put up with this year, the overseas visitor will have all the petrol he requires. Most of my correspondents seem to be concerned with where to stay in Edinburgh and Stratford-on-Avon during the respective Festivals.

So far as Edinburgh is concerned, a bureau has been set up to arrange accommodation and inquiries should be addressed to The Scottish Tourist Board, 2, Rutland Place, West End, Edinburgh 1, and not to 20, York Place, Edinburgh, the address I gave in my last article.

Among the first-class hotels in Stratford-on-Avon are the two A.A. four-star hotels, The Shakespeare, a Trust House (76 bedrooms), and The Welcombe, a British Railways hotel, standing in its own parkland (55 bedrooms). Both these have a fair proportion of private bathrooms. Next comes five hotels in the A.A. three-star category. The Arden (no liquor licence), 33 bedrooms with annexe. Opposite the Memorial Theatre, The Falcon, very old world yet with all modern comforts (30 bedrooms), The Red Horse (60 bedrooms), and the Swan's Nest (36 bedrooms) which has a big reputation for its catering.

After that there are a dozen or more smaller hotels but I know nothing of them, as for a number of years I have been wedded to a small unlicensed hotel at Wilmcote, five miles out of Stratford, called Swan House, which, though it has but ten bedrooms, is well worthy of the two stars which the A.A. bestow on it.

But don't despair if you cannot get accommodation at Stratford or Wilmcote. With a car and the necessary fuel there is a host of good hotels where you will be made welcome. Fifteen miles from Shakespeare's birthplace is the Cotswold village of Broadway. About two miles previous are two hotels, The Dormy House and Farncombe Manor, turn right off Fish Hill, tucked away from the noise of passing traffic, both make excellent bases for easy journeyings into Stratford.

Then in Broadway itself the famous Lygon Arms, forever in the van of progress, has built new kitchens to cope with increasing demands. Eight miles further along the road is the old-world Cotswold town of Winchcombe; here among a cluster of old houses is The George, a fine old inn not only known for its "gallery," but for the meals which draw pilgrims from far and wide, served in what was once a monk's dormitory.

Cheltenham Spa, only thirty miles from Stratford, will be a headquarters for many; a charming town with its tree-lined Promenade, it has good and varying size hotel accommodation. There is the Queen's Hotel, on which Trust Houses Limited, its comparatively new owners, have spent considerable sums of money in providing for the needs of overseas visitors. Then there is The Plough, one of Cheltenham's oldest and most up-to-date hotels—they cater well for those who arrive after normal mealtimes. Another excellent hotel with family traditions is The Ellenborough, where the discerning traveller asks for accommodation in the annexe a few paces across the courtyard, where a number of bedrooms have their private bathrooms.

There is quite a percentage of visitors from abroad who prefer, when the opportunity exists, not to stay in an hotel but in a country club, and one of the bext examples of this type of accommodation is Rossley Manor, about three miles on the London side of Cheltenham. An old Cotswold manor, it has for generations been owned by the Coxwell Rogers family, and still is. To-day it attracts visitors from the world over, almost entirely on personal recommendation, the best advertisement of all.

Another fourteen miles on the same line of route and only forty-five miles from Stratford-on-Avon is Stroud, and just beyond is quite one of the most attractive spots in the Cotswolds, Amberley, with its adjoining Minchinhampton Common. Here is located the charming Amberley Inn, which Maurice and Margot Gillmore have put so firmly on the gastronomic map of Britain, and Moor Court Hotel, which, though more residential in character, is also licensed and always has a welcome for visitors.

But this westward trip by no means exhausts the possibilities of good hotel accommodation within thirty miles of Stratford. Twenty miles to the south-east, lies the nursery-rhyme town of Banbury, where Whately Hall Hotel of to-day is quite first-class. Then, directly south from Stratford eleven miles, is Shipston-on-Stour where I have heard of good food and comfortable accommodation, though limited, at The Old Mill.

Northwards from Stratford, and only eight miles, so likely to be consistently full during Festival time, is Warwick. Here amongst other hotels is the Warwick Arms, a Trust House, and the smaller nine-bedroom Crown, of which I have good reports.

Almost adjoining is the Spa town of Leamington, where there is a considerably wider range in hotel accommodation. There are two hotels in the four-star class, Manor House and the Regent. For those to whom quietude is an essential the Manor House is probably the most suitable. Trust Houses, too, are represented in Leamington, as recently they have taken over the three-star Clarendon Hotel. Other smaller hotels in the two-star category are the Alkerton, Crown, Desmond and the Oaks.

Another place which comes into the picture within easy access to Stratford is the Worcestershire Spa town of Droitwich, where my recommendations are the unusual and imposing Chateau Impney Hotel, and the Worcestershire Brine Baths Hotel (100 bedrooms)—distance from Stratford twenty-two miles.

Evesham, but fourteen miles from Stratford, is another good suggestion. Here my choice is the Crown, but as there are only eight bedrooms, alternative suggestions are Mansion House and the Northwick Arms, some twenty bedrooms each, and both are in the two-star category.

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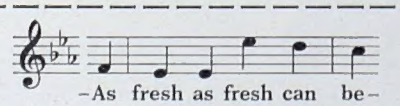

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